The Hong Kong Daily Press.

No. 5902 號二零百九千五第 日八初月九年子丙緒光 HONGKONG, TUESDAY, OCTOBER 24TH, 1876. 二拜禮 號四十二月十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

October 22, YANGTSZE, British str., 783, E. Schultze, Shanghai 17th October, General.—SIEMSSEN & Co.

October 23, BETA, British str., 82, Hamilton, Newcastle 19th June, Plymouth 24th, Gibraltar 4th July, Malta 15th, Port Said 23rd, Aden 4th September, Galle 22nd, Singapore 6th Oct., and Manila 18th; Ballast.—CHIEF COMMISSIONER OF CUSTOMS.

October 23, ALPHA, British str., 80, Laprimandaye, Newcastle 19th June, Plymouth 24th, Gibraltar 4th July, Malta 15th, Port Said 23rd, Aden 4th Sept., Galle 22nd, Singapore 6th October, and Manila 18th, Ballast.—CHIEF COMMISSIONER OF CUSTOMS.

October 23, CHATEAUBRIAND, French bark, 384, Hervé, Yokohama 7th Oct., Ballast.—CARLOWITZ & Co.

October 23, CHE-ON, Chinese gun-brig, 800, Le Buch, Foochow 19th October.

October 23, GLENLYON, British str., 1,378, John Wallace, London, and Singapore 17th October, General.—JARDINE, MATHESON & Co.

October 23, LILY, British gun-vessel, Commander Cochrane, from Macao.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 23RD.

Ningpo, British steamer, for Shanghai.
Carisbrooke, British steamer, for Swatow.
Glenlyon, British steamer, for Shanghai.
Norden, Danish steamer, for Singapore.
~~*Arrabon Apar*, British steamer, for Swatow.~~

Departures.

October 23, FU-YEW, Chinese steamer, for Shanghai.
October 23, NORNA, Brit. str., for Swatow.
October 23, YANGTSZE, British steamer, for Canton.
October 23, CARISBROOKE, British steamer, for Swatow.
October 23, MALACCA, British steamer, for Yokohama.
October 23, NORDEN, Dan. str., for Singapore.

Passengers.

ARRIVED.

Per *Yangtsze*, str., from Shanghai:—Messrs. Jordans, Campbell, Soupe, and David, and 46 Chinese.

Per *Glenlyon*, str., from London, &c.—From London for Hongkong.—Captain Scott. From Singapore for Hongkong.—Mr. Wagner and 65 Chinese. From London for Shanghai.—Mr. and Mrs. Rutland.

DEPARTED

Per *Carisbrooke*, str., for Swatow:—298 Chinese.

Per *Norden*, str., for Singapore:—107 Chinese.

TO DEPART.

~~Per *Ningpo*, str., for Shanghai:—~~ 80 Chinese.

Per *Glenlyon*, str., for Shanghai:—2 Cabin.

Reports.

The British steamship *Glenlyon*, from London, reports left Singapore on 17th October, and had strong N.E. winds and fine weather.

~~The French bark *Chateaubriand* reports left Yokohama on 7th October. The first six days had strong Westerly winds; since then light N.E. monsoon.~~

The British steamship *Yangtsze*, reports left Shanghai on 17th October, and had fine weather and variable winds throughout. Arrived in port at 9.30 p.m. on the 22nd instant.

The British steamers *Alpha* and *Beta* in company together, report left Newcastle on 19th July, Malta on the 15th, Port Said on the 23rd; arrived at Aden on 1st August, and left again on 4th September; left Galle on the 22nd, Singapore on 6th October, and Manila on the 18th instant, and had fine weather throughout.

SWATOW SHIPPING.

October— ARRIVALS.
13, Henrietta Behn, Ger. bk., from N'chwang.
13, Namoa, British str., from Coast Ports.
13, Douglas, Brit. steamer, from Hongkong.
15, Yesso, British str., from Coast Ports.
15, Holstein, German schooner, from Amoy.
15, Presto, British bark, from Newchwang.
15, A. Braginton, Brit. bark, from N'chwang.
16, Norna, British steamer, from Hongkong.
16, Olympia, German str., from Shanghai.
17, Carl, German brig, from Newchwang.
18, Hermann, German bk., from Newchwang.
19, Namoa, British steamer, from Hongkong.
19, Foochow, British str., from Shanghai.
20, Douglas, British str., from Coast Ports.

October— DEPARTURES.
13, Namoa, British steamer, for Hongkong.
13, Douglas, British str., for Coast Ports.
14, S. of Alabama, British str., for Singapore.
16, Yesso, British steamer, for Hongkong.
16, Tientsin, British steamer, for Shanghai.
18, Norna, British steamer, for Hongkong.
18, Olympia, German str., for Hongkong.
18, Swatow, British steamer, for Shanghai.
20, Namoa, British steamer, for Coast Ports.
20, Marguerite, French bark, for Bangkok.

AMOY SHIPPING.

October— ARRIVALS.
12, Namoa, British steamer, from Foochow.
12, Alerta, British bark, from Tamsui.
13, Esmeralda, British str., from Hongkong.
13, Swatow, British steamer, from Shanghai.
13, Helene, German schooner, from Chefoo.
14, Yesso, British steamer, from Foochow.
14, Douglas, British steamer, from Swatow.
14, Hailoong, British steamer, from Tamsui.
14, Haiching, Chin. gunboat, from Foochow.
15, Genitiv, Ger. 3-m. sch., from Newchwang.
15, Foochow, British steamer, from Shanghai.
15, Tientsin, British steamer, from Swatow.
17, Teviot, British steamer, from Shanghai.

October— DEPARTURES.
11, Leonor, British steamer, for Tamsui, &c.
11, Ringdove, British gunboat, for Swatow.
11, Ling-fen, Chin. g.-b. for Ockseno Island.
12, Chefoo, British steamer, for Shanghai.
12, Namoa, British steamer, for Hongkong.
12, Tuck-sing, British bark, for New York.
13, Fei-yuen, Chinese gunboat, for Foochow.
14, Holstein, German schooner, for Swatow.
14, Yesso, British steamer, for Swatow.
14, Douglas, British steamer, for Foochow.
14, Swatow, British steamer, for Swatow.
16, Hailoong, British steamer, Tamsui.
16, Esmeralda, British str., for Hongkong.
17, Tientsin, British steamer, for Shanghai.
18, Alerta, British bark, for Tamsui.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.
(*Per last Mail's Advice.*)

Vessels.	From.	Date of Arrival.
Benledi (s.)	Hongkong	Sept. 7
Eliza Shaw	Manila	Sept. 7
Leicester	Yokohama	Sept. 7
Esmeralda	Manila	Sept. 7
Hermann	Manila	Sept. 7
Vancouver (s.)	Foochow	Sept. 8
America	Manila	Sept. 8
Killarney (s.)	Foochow	Sept. 8
Nicolino	Hongkong	Sept. 9
Barik	Yokohama	Sept. 12

Auction Sales To-day.

None.

To be Let.

TO BE LET,
(With Immediate Possession),
THE PREMISES, No. 8, PRAYA, lately in the occupation of Messrs. GILMAN & Co. Gas and Water laid on.
Apply to GIBB, LIVINGSTON & Co.
tf 704 Hongkong, 16th May, 1876.

TO LET.
A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

TO BE LET,
THE HOUSES, Nos. 13 and 15, STAUNTON STREET.
Apply to TURNER & Co.,
41, Queen's Road.
1122 Hongkong, 18th July, 1876.

TO LET,
With Immediate Possession,
HOUSES on Upper Mosque Terrace. All with Gas and Water laid on.
Also,
A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 27th September, 1876.

TO LET.
THE COMMODIOUS HOUSE, No. 3, in POTTINGER STREET.
H. N. COOPER & Co.,
No. 10, Stanley Street.
1487 Hongkong, 16th September, 1876.

TO LET.
THE PREMISES in FLETCHER'S BUILDINGS, now in the occupation of A. E. SEYER, Esq., comprising Spacious DWELLING APARTMENTS, with GRANITE GODOWNS, fronting the Harbour and Queen's Road.
The TWO adjoining HOUSES and PREMISES are also available.
Also,
The HOUSE, No. 3, LOWER MOSQUE TERRACE.
Also,
The LOWER STOREY of FAIRLEA, West Point.
Apply to
SHARP, TOLLER, AND JOHNSON.
1655 Hongkong, 17th October, 1876.

TO LET,
With Immediate Possession,
THE HOUSE, No. 14, ARBUTHNOT ROAD, East of the Spanish Consulate. Gas and Water laid on.
Apply to J. A. DE CARVALHO,
27d 1592 Hongkong, 5th October, 1876.

TO LET.
NO. 9, SEYMOUR TERRACE.
Nos. 3 and 6, PEDDAR'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 17th October, 1876.

TO BE LET,
TWO Commodious HOUSES, in QUEEN'S ROAD EAST.
Rent, $25 per month.
Apply to PURDON & Co.,
No. 2, Queen's Road.
919 Hongkong, 17th June, 1876.

TO LET.
THE DWELLING HOUSE, No. 4, Alexandra Terrace.
The DWELLING HOUSE, No. 2, Gough Street.
Apply to
DOUGLAS LAPRAIK & Co.
tf 1864 Hongkong, 21st September, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....200,000 of Dollars.

Court of Directors.
Chairman—E. R. BELLIOS, Esq.
Deputy Chairman—AD. ANDRÉ, Esq.
J. F. Cordes, Esq. | A. McIver, Esq.
H. Hoppius, Esq. | S. W. Pomeroy, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 17th August, 1876.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1875.
SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contribution for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT (20 %) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
4m 1017 Hongkong, 1st July, 1876.

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1875.
SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last, in order that the proportion of the Net Profits to be reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRIE,
Secretary.
3m 1205 Hongkong, 1st August, 1876.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 16th November, 1872.

QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.
NORTON & Co.,
Agents.
tf 8 Hongkong, January, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1958 Hongkong, 15th October, 1868.

Notices of Firms.

NOTICE.
THE PARTNERSHIP hitherto existing between us has been THIS DAY DISSOLVED by mutual consent, and the Business will hereafter be carried on by the Undersigned DURRUMDASS DEWMULL only.
KHAN CHUND CHUTTAMULL.
DHRAIMDASS DAYOOMULL.
15d 1646 Hongkong, 14th October, 1876.

NOTICE.
THE Business formerly carried on by HENRY SUTTON, will in future be conducted under the Style of
SUTTON AND MOALLE.
AUCTIONEERS,
SHIPCHANDLERS, COMPRADORES,
STEVEDORES, &c.
N.B.—Ships Supplied with Water and Ballast on Moderate Terms.
6m 1070 Amoy, 1st July, 1876.

NOTICE.
THE INTEREST and RESPONSIBILITY of the late Mr. CAESAR KRUGER in our FIRM CEASED on the 2nd August n.c.
The business will be continued under the Style of "DIRCKS & Co."
DIRCKS & KRUGER.
1m 1551 Swatow, 25th September, 1876.

NOTICE.
THE Undersigned have established themselves as MERCHANTS and GENERAL COMMISSION-AGENTS at this Port. (CHOP FOOK CHEONG.)
LLOYD AND KHO TIONG POH & Co.
C. HENRY LLOYD will SIGN LLOYD & KHO TIONG POH & Co.
3m 1245 Swatow, 1st August, 1876.

NOTICE.
WE have authorized Mr. H. BAKER to SIGN our FIRM per procuration.
NEWMAN & Co.
1m 1650 Foochow, 12th October, 1876.

NOTICE.
THE INTEREST and RESPONSIBILITY of Mr. COLIN CAMPBELL WILLIAMS, in our Firm, CEASED on the 6th instant.
E. VINCENT & Co.
tf 1085 Swatow, 8th July, 1876.

NOTICE.
THE UNDERSIGNED have established themselves at Swatow, for the transaction of a GENERAL COMMISSION and SHIPPING BUSINESS in connection with the Wharf and Godowns.
WILLIAMS AND Co.
tf 1086 Swatow, 6th July, 1876.

NOTICE.
SAILMAKING DEPARTMENT.
DURING the Temporary Absence of our Mr. W. DOLAN, this DEPARTMENT will be CARRIED ON as heretofore, under the Superintendence of Experienced FOREMEN, who have acted in this capacity under Mr. DOLAN for 13 years.
All Orders in this Branch of Business will have our careful attention.
MACEWEN, FRICKEL & Co.
818 Hongkong, 1st June, 1876.

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT
AGENT FOR DE ST. MARCEAUX ET CIE'S CHAMPAGNES,
Dépôt for Vichy Waters,
ED. PINAUD ET CIE'S PERFUMERY,
N. ANTOINE ET FILS' INKS, &c., &c.,
A Fresh Supply of FRENCH BOOTS received by each French Mail.
74, QUEEN'S-ROAD, HONGKONG.

NOTICE TO CREDITORS.
PURSUANT to the "Trustees and Mortgagees' Powers Act, 1866," being Act XXVIII. of 1866 of the Governor-General of India in Council, Notice is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of ROBERT CARROLL, late Commander of the British Steamer "POYANG," belonging to the Hongkong, Canton, and Macao Steamboat Company, Limited, who was lost on board the said Steamer, which foundered on her voyage from Hongkong to Macao, in a typhoon, on the night of the 31st day of May, 1875, and Letters of Administration of whose Property and Credits were duly granted to JOHN STURROCK SCRYMGEOUR, Esquire, of Calcutta, Agent of the Oriental Bank Corporation of Calcutta, aforesaid, and the constituted Attorney of FLORINDA CARROLL, of Macao, in China, the Widow of the said ROBERT CARROLL, deceased, by the High Court of Judicature at Fort William, in Bengal, in its Testamentory and Intestate Jurisdiction, on the 12th day of January, 1876, are hereby required to send in writing the Particulars of their Claims or Demands to the said Administrator, at the Office of the Oriental Bank Corporation, in the City of Calcutta, aforesaid; or, to W. H. BRERETON, Solicitor, 29, Queen's Road, Hongkong, on or before the 15th day of February, 1877. And Notice is hereby also given, that at the expiration of the last mentioned day the said Administrator will be at liberty to distribute the Assets of the said ROBERT CARROLL, deceased, or any part thereof, amongst the parties entitled thereto, having regard to the Claims of which the said Administrator has then had notice, and that the said Administrator will not be liable for the Assets or any part thereof so distributed to any Person of whose Claim the said Administrator has not had notice at the time of such distribution.
Dated this 7th day of September, 1876.
ORR AND HARRISS,
2m 1439] Attorneys for the Administrator.

IN THE MATTER OF
AVIETICK LAZAR AGABEG,
DECEASED.
NOTICE is hereby given, that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of AVIETICK LAZAR AGABEG, Jun., late of Hongkong, who died on the 11th day of June, 1876, and Letters of Administration of whose personal Estate were duly granted to GENTLHOOM LAZAR AGABEG, Esq., by the Supreme Court of Hongkong in its Probate Jurisdiction on the 10th day of July, 1876, are hereby required to send in writing the particulars of their Claims or Demands to the said GENTLHOOM LAZAR AGABEG at his residence, No. 4, Pechili Terrace, Hongkong, aforesaid, on or before the 1st day of November, 1876. And Notice is hereby also given that, at the expiration of the last mentioned day, the said GENTLHOOM LAZAR AGABEG will proceed to distribute the Assets of the said AVIETICK LAZAR AGABEG amongst the parties entitled thereto, having regard to the Claims, of which the said GENTLHOOM LAZAR AGABEG has then had notice; and the said GENTLHOOM LAZAR AGABEG will not be liable for the Assets or any part thereof, so distributed to any Person, of whose Claim the said GENTLHOOM LAZAR AGABEG has not had notice at the time of the distribution.
Notice is hereby also given to all parties indebted to the said AVIETICK LAZAR AGABEG forthwith to pay the amount of their indebtedness to the said GENTLHOOM LAZAR AGABEG, otherwise legal proceedings will be taken against them for recovery thereof.
Dated this 15th day of July, 1876.
WM. H. BRERETON,
1106] Solicitor for the said G. L. AGABEG.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
MELCHERS & Co.
Agents, Royal Insurance Company.
tf 1780 Hongkong, 27th March, 1876.

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions from Messrs. FRAZAR & Co. to Sell by Public Auction,
TO-MORROW,
the 25th October, 1876, at 2 o'clock P.M., at their Residence, Queen's Road,—
The whole of their HOUSEHOLD and OFFICE FURNITURE, &c., comprising:—
Dining and Bedroom SUITES, Mahogany CENTRE-TABLE, CHAIRS, SIDEBOARD, GASALIERS and Gas BRACKETS, LAMPS, MIRRORS, CHROMO-LITHOGRAPHS, Kerosine Hanging LAMP, CROCKERY, GLASS, and PLATED WARE, BEDSTEADS, WARDROBES, Blackwood Marble-top WASHSTANDS, Office DESKS, BOOK-SHELF, PIGEON-HOLES, Copying PRESS, Iron SAFE, Platform SCALE, &c., &c.
And
One Self-acting 6-Cylinder ORGAN.
Also,
One PONY TRAP and HARNESS.
One CHAFF-CUTTING MACHINE.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1676 Hongkong, 21st October, 1876.

FURNITURE SALE.
LANE, CRAWFORD & Co. will Sell by Public Auction, at No. 2, Shelley Street, opposite the Jewish Synagogue, on
THURSDAY,
the 26th October, 1876, at 2 o'clock P.M.,—
Sundry HOUSEHOLD FURNITURE, comprising:—Walnut Damask-Covered Drawing Room SUITE, PICTURES, MIRRORS, CARPETS, WARDROBE with MIRROR FRONT, BEDSTEAD with Spring MATTRESS, PLATED, GLASS, and CROCKERY WARE, TABLES, COUCHES, Marble-top CHIFFONIER, &c., &c.
Also,
A Rosewood GRAND PIANO, by GILBERT & Co.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
1687 Hongkong, 24th October, 1876.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
MONDAY,
the 30th October, 1876, at 2 o'clock P.M., at No. 57, Wyndham Street, Property of a Gentleman, owing to change of Residence,—
The whole of the HOUSEHOLD FURNITURE, &c., comprising:—Drawing, Dining, and Bedroom SUITES, ENGRAVINGS, MIRRORS, LAMPS, CARPETS, RUGS, GLASSWARE, PLATED WARE, &c., &c.
And
A PIANO, by RUDDALL, ROSE, CART, & Co., London.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1690 Hongkong, 24th October, 1876.

Ex BANIAN, FLEURS CASTLE, &c.
ELEY'S SPORTING GEAR of all descriptions.
GUNPOWDER, SHOT, &c., &c., &c.
LANE, CRAWFORD & Co
14d 1638 Hongkong, 13th October, 1876.

LANE, CRAWFORD & Co.
invite inspection of the
NEW GOODS
specially selected in London for their
TAILORING DEPARTMENT,
Comprising:—
SUPERFINE for DRESS SUITS.
CASHMERE COATINGS.
FANCY HOMESPUN SUITINGS.
SHETLAND HOMESPUN SUITINGS.
ANGOLA and CASHMERE TROUSERINGS.
THIN OVERCOATINGS.
ULSTER OVERCOATINGS.
IRISH FRIEZE OVERCOATINGS.
BEDFORD and other RIDING CORDS.
CRICKETING FLANNELS.
SEALSKIN VESTS.
&c., &c., &c.
14d 1637 Hongkong, 13th October, 1876.

FOR SALE.
THE FURNITURE, FITTINGS, and GOOD-WILL of the well-known and long-established House at Macao, Praya Grande, denominated "ROYAL HOTEL."
For Particulars, apply to
L. A. DE GRACA,
Proprietor.
tf 1459 Macao, 11th September, 1876.

NOTICE.
WILLIAMS' WHARF AND GODOWNS will be ready for business from July 6th, 1876, for the use of Steamers and Sailing Vessels.
No Godown charges will be made on any Cargo collected in advance for shipment by Steamer.
SCALE OF CHARGES.
Foreign Steamers $60 Wharfage, and 3 Cents per package.
Coasting Steamers $30 Wharfage, and 3 Cents per package.
Sailing Vessels $20 Wharfage, and 3 Cents per package.
C. C. WILLIAMS, Manager.
tf 1037 Swatow, 10th July, 1876.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse.
fly 1145 July 20

STORAGE.
COALS received on Storage in First-class Godowns of about 5,000 tons Capacity, situated on the Praya West, Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

PHŒNIX FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.
DOUGLAS LAPRAIK & Co.
tf 717 Hongkong, 9th November, 1868.

PHŒNIX FIRE INSURANCE COMPANY.
FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.
Agents.
tf 1192 Hongkong, 27th June, 1872.

Intimations.

FOR SALE BY
ANDREW MILLAR AND CO.,
PLUMBERS, &c., &c.,
A VERY POWERFUL DOUBLE ACTION TANK FIRE ENGINE,
By Messrs. HONNEMAN & Co., of Boston, for 30 men to pump 150 Gallons per minute 190 feet high.
Complete, with 30 feet of Suction and 100 feet of Canvas Delivery Hose.
OPPOSITE H.M. NAVAL YARD,
HONGKONG.
tf 1130 September 6th, 1876.

FOR SALE.
CLARET.....MEDOC OF 1872.
BOURGOGNE.....CLOVIS DE FRONTON.
MADEIRA.....RIBEIRA PONTA.
In CASES of 1 DOZEN QUARTS.
Apply to
L. L. BUSH.
1m 1508 Hongkong, 6th October, 1876.

FOR SALE.
AN INVOICE of INDIAN DELICACIES, from Calcutta,
GUARANTEED of BEST QUALITY,
comprising:—
Assorted CHUTNIES, JAMS, JELLIES, PRESERVES, CURRY POWDER and PASTE, SYRUPS, MARMALADE, SAUCES, &c., &c. Apply to
J. M. ARMSTRONG.
1621 Hongkong, 10th October, 1876.

FOR SALE.
BREECH-LOADING GUNS, CARTRIDGE CASES and WADDINGS, RIFLES, SMITH and WESSON'S REVOLVERS and CARTRIDGES, FRENCH REVOLVERS and CARTRIDGES, SHOT, &c., &c.
J. F. SCHEFFER, 54, Praya Central.
2m 1644 Hongkong, 13th October, 1876.

ROSE AND COMPANY
have received,
Ex FRENCH and ENGLISH MAILS and LATE ARRIVALS:—
PARIS and ENGLISH MILLINERY.
The GAINSBOROUGH HAT in CHIP and STRAW.
SILKS IN ALL COLOURS.
BLACK and COLOURED SIDK VELVETS and VELVETEENS.
BROCADED MOHAIR BRILLIANTES.
NEW DRESS MATERIALS for the PRESENT and COMING SEASONS.
PRINTED DELAINS.
CHENILLE DRESS and MANTLE TRIMMINGS.
SILK and WOOL TUNIC TRIMMINGS and MULETEER FRINGE to MATCH.
The RINK MANTLE and SCARF.
CHILDREN'S EMBROIDERED PELISSES.
INFANTS' WHITE MUSLIN and SATIN HOODS and HATS.
EMBROIDERED LONG CLOAKS, ROBES, and BABIES' OUTFITS.
FRENCH WOVE CORSETS and the PATENT CORK DRESS IMPROVER.
BLANKETS, SHEETINGS, QUILTS, TOILET COVERS, ANTIMACASSARS.
LACE, MUSLIN, and LENO CURTAINS.
LADIES' and GENTLEMEN'S FRENCH KID GLOVES.
GENTLEMEN'S COLLARS, SOARVES, and HOSIERY.
LAWN TENNIS, &c., &c.
QUEEN'S ROAD.
1538 Hongkong, 23th September, 1876.

FOR SALE.
H. PIPER & Co.'s CELEBRATED CHAMPAGNE:—
CARTE BLANCHE, CARTE BLANCHE SEC, and CARTE DOREE, in Cases of 2 dozen pints and 1 dozen quarts.
Apply to
L. L. BUSH,
Praya Central.
1489 Hongkong, 12th September, 1876.

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GRAND PIANO, PIANINOS, HARMONIUMS.
System—Kapp's Patent.
VOGEL, HAGEDORN & Co.,
Sole Agents.
927 Hongkong, 19th June, 1876.

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A SODA-WATER MACHINE, in very good condition. Address "X," *Daily Press* Office.
tf 1358 Hongkong, 25th August, 1876.

FOR SALE.
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tf 1473 Hongkong, 14th September, 1876.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.
THE Undersigned is authorised to accept risks on behalf of this Office, by First Class steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.
THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1363 Hongkong, 26th July, 1872.

BATAVIA SEA AND FIRE INSURANCE COMPANY.
THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE AND ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT OF TWENTY PER CENT. (20%) upon the current local rates of premia will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1 Hongkong, 1st January, 1874.

Intimations.

EDICTALLADUNG.
DAS Untergericht der freien Hansestadt Bremen macht hiedurch bekannt: dass auf den Bericht des Amtes Vegesack, der Antrag von Lüder Aldag Ehefrau, Adelheid geb. Warneken, ihren am 27 März 1834, zu Vegesack geborenen Ehemann, welcher als Capitain des der Firma L. P. Stucken & Sohn gehörenden Schiffes "Elvira" mit diesem Schiffe im August 1871 eine Reise von Hongkong nach Newchwang angetreten habe, dort aber nicht angekommen, da von dem Schiffe und dessen Besatzung nie wieder etwas gehört sei, für todt zu erklären als zulässig und dem gemäss eine Edictalladung des Verschollenen erkannt worden ist.
Es wird daher der vorerwähnte LÜDER ALDAG hiedurch geladen, spätestens am
DONNERSTAG, DEN 22 NOVEMBER, 1877,
Vormittags 10 Uhr,
vor dem Untergericht hieselbst oben auf der alten Börse, persönlich oder durch einen Bevollmächtigten zu erscheinen, oder bis dahin Kunde von seinem Leben und Aufenthalt zu geben, widrigenfalls er für todt erklärt und sein Vermögen den in Folge seines Todes dazu Berechtigten verabfolgt werden wird, auch seiner Ehefrau die Wiederverheirathung freisteht.
Sodann werden Alle, welche von seinem Leben oder Tode Nachrichten besitzen aufgefordert, solche dem Untergerichte mitzutheilen.
Zugleich werden die unbekannten Erben und Gläubiger des obgenannten LÜDER ALDAG hiemit geladen, ihre etwaigen Ansprüche und Forderungen, bei Strafe des Verlustes derselben, in dem obgedachten Termine anzugeben oder geltend zu machen.
Bremen, aus der Canzlei des Untergerichts, den 28 Juli, 1876.
CORDES, Secr.
1455]

STATISTICAL ABSTRACT FOR THE UNITED KINGDOM, and also for the COLONIAL POSSESSIONS.
BOARD OF TRADE REPORT.
Any one possessing a recent number of either of these Blue Books will much oblige by addressing "B.," *Daily Press* Office.
1670 Hongkong, 19th October, 1876.

WANTED.—The Advertiser is open to an ENGAGEMENT as BOOKKEEPER or GENERAL CLERK, and is at present engaged at one of the Coast Ports.
Address F. J., *Daily Press* Office.
14d 1658 Hongkong, 18th October, 1876.

WANTED, by a Gentleman of 15 years' experience in China and Hongkong, a SITUATION as ACCOUNTANT, CONFIDENTIAL CLERK, or MANAGER in a Mercantile House. Satisfactory references given. Address W. J., *Daily Press* Office.
1591 Hongkong, 5th October, 1876.

STREET CRIES.
WANTED, the POLICE, or Someone in Authority to enforce Section III. of Ordinance 10 of 1872, which runs as follows:—"Every Person shall be liable to a Penalty not exceeding Twenty-five Dollars who shall use or utter Cries for the purpose of buying or selling any Article whatever, or who shall make any Noise whatever, with the object of disposing of or attracting attention to his Goods, Wares, or Trade, within any District or Place not permitted by some Regulation of the Governor in Council."
1542 Hongkong, 27th September, 1876.

NOTICE TO MARINERS.
CHINA SEA.
AMOY DISTRICT, No. 2.
WITH reference to NOTICE TO MARINERS, AMOY DISTRICT, No. 1, Notice is hereby given that the SMALL RED COKEE BUOY, No. 5 of the 1876 list of Chinese Lights, Buoys, and Beacons, has been REPLACED.
F. KLEINWÄCHTER,
Commissioner of Customs.
Custom House,
Amoy, 13th October, 1876. [1614

NOTICE.
ANDREW MILLAR AND CO.,
PLUMBERS, GASFITTERS, and GENERAL CONTRACTORS.
Estimates given for Fixing Pumps, Water Closets, Water and Gas Services to Dwellings, &c., &c.
Gas Chandeliers, Lamps, and Brackets, in great variety, made to order, or re-bronzed.
Repairs and Jobbing punctually attended to under EUROPEAN SUPERVISION.
No. 1, QUEEN'S ROAD EAST, OPPOSITE H.M. NAVAL YARD.
1332] [Aug. 21

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN at ONE. DINNER at SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

P. A. SEQUEIRA,
PIANO TUNER
AND REPAIRER, &c.
Removed to MOSQUE STREET, Nos. 19 and 21.
Orders to be addressed to the care of Messrs. NORONHA and SONS, Wellington Street.
1m 1579 Hongkong, 3rd October, 1876.

G. G. ROGERS, DENTAL SURGEON,
No. 7, ARBUTHNOT ROAD,
~~Is now visiting Amoy and Foochow, and will be ABSENT from Hongkong until further notice.~~
227 Hongkong, 16th September, 1876.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
DURING my absence, Messrs. GIBB, LIVINGSTON & Co. will ASSUME CHARGE of this AGENCY from this date.
CHAS. H. MORGAN,
Agent.
1440 Hongkong, 8th September, 1876.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CHARLES H. MORGAN, Agent.
fy 931 Hongkong, 19th June, 1876.

BRITISH SHIP *DUKE OF ABERCORN*, FROM LONDON.
CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
VOGEL, HAGEDORN & Co.,
Agents.
1510 Hongkong, 20th September, 1876.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
H. DU POUEY,
Agent.
Ex *Ava*, 3rd September, 1876.
426 in diamond..... 1 case Gins.
Hongkong, 14th October, 1876.

Intimations.

FOR

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR 1876,

With which is incorporated "THE CHINA DIRECTORY."

THIS Work, in the FOURTEENTH year of its existence, is NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG; THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK; also of THE VARIOUS HOUSE FLAGS (Designed expressly for the Work,) MAPS OF HONGKONG, JAPAN, THE P. & O. COMPANY'S ROUTES, AND THE COAST OF CHINA; ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG; besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The present Volume also contains a Directory of Singapore.

The CHRONICLE AND DIRECTORY is now the only publication of its kind for China and Japan.

The Directory is published in two Forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

*** The Complete Directories, at $5, are all sold, but a few of the Smaller Edition at $3, are still on hand.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

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YOKOHAMA.....Mr. C. D. Moss, *Japan Gazette* Office.
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SINGAPORE.....Messrs. Liddelow and Martin.
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LONDON.....Messrs. Bates, Hendy & Co.
SAN FRANCISCO Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.....Messrs. S. M. Pettingill & Co. 37, Park Row.

NOTICE.

A. S. WATSON AND CO., FAMILY AND DISPENSING CHEMISTS, By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH, WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS, PATENT MEDICINE VENDORS, DRUGGISTS' SUNDRYMEN, And AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED. PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

827 HONGKONG DISPENSARY.

BIRTH.

On the 15th instant, at Foochow, the wife of W. M. REEVES, of a Son. [1634

The Daily Press.

HONGKONG, OCTOBER 24TH, 1876.

THE development of the mineral resources of China is a subject in which all foreigners take a lively interest. The steady opposition of the Imperial Government to any attempt to open up the treasures locked safely beneath the soil has until lately seemed insurmountable. But the necessities of Chinese Arsenals and Chinese steamers have during the past few years slowly convinced some few of the great officials—more especially the active and enterprising LI-HUNG-CHANG—that it would be better policy to work some of the Chinese mines than to purchase, at a high price, Japanese and Australian fuel. The example of the Japanese in vigorously working the Takasima mines with foreign machinery and appliances has, beyond doubt, largely conduced to press this conviction on the Grand Secretary's mind. It is chiefly through his influence and advice, in all probability, that the Chinese Government has resolved to work the mines at Kelung on European principles. It is now stated that some negotiations of a private nature are progressing in the North, with a view to the opening of the coal mines in Chihli. These mines are known to be very rich, and if properly worked would not only yield sufficient for the wants of the Chinese, but there would be a goodly surplus for export. It is believed that LI HUNG-CHANG is favourably disposed towards the enterprise, and that there is some prospect of the schemes under consideration being adopted before very long. We presume the schemes in question are of foreign origin, perhaps comprehend the formation of a company of foreign capitalists to work the mines. The advantages to be gained by the Chinese from having the mines opened are many and varied. In the first place the enterprise would give employment to a large number of the natives at remunerative wages; it would furnish a supply of cheap coal and save importing it; it would give an impulse to manufacturing industry and no doubt lead to other mines being worked; and it would show conclusively to the Chinese Government the folly of allowing so much wealth to lie idle and untouched. It is to be hoped, therefore, that the reported negotiations may not prove unfounded, for the material progress of the Empire in the future depends to a great extent upon the clearing away of the stupid prejudice so long and obstinately maintained by its rulers against the development of its mineral resources. It might have been thought that the Chinese, knowing that the prime sources of British wealth were her iron and coal mines, would ere now have attempted for themselves to open up their hidden treasures and become rich and independent. But the truth is that official supineness and conservatism block the way to all improvement and advancement, and what little progress is effected is made in spite of them and not with their good will or assistance.

ONE of those unpleasant incidents which foreigners too frequently even now meet with in China has recently occurred in the neighbourhood of Shanghai. A small party of ladies and gentlemen went to a little and picturesque creek nearly opposite Tung-ka-doo, for a picnic. While they were lunching, a number of natives collected, and, without the slightest provocation, began to yell, while the children with them threw stones, some of which went into the boat, and alarmed the ladies very considerably. A gentleman in the boat appealed to the bystanders to stop the children from throwing stones, but they only laughed in response, evidently enjoying the fun at a safe distance. The stone throwing did not cease until the appearance on the bank of another foreign gentleman, who was to join the party, followed by two of his boatmen. His approach was the signal for the dispersion of the little mob, who were daring so long as the objects of their unwelcome attentions were unable to reach them. This is the second time lately that foreigners have been stoned near Shanghai, and though the fact has no political significance, it is, as the *Daily News* remarks, intolerable that foreigners should be unable to move in the immediate neighbourhood of the Settlement without being subjected to insult and annoyance. The children are, our contemporary says, constantly in the habit of using insulting epithets towards foreigners and never receive the slightest check from their elders. It certainly would have a salutary effect if some of the juvenile delinquents could be captured and taken before the Mixed Court at Shanghai. A sound birching would do them a vast amount of good, and the parents should be fined in addition. There would then, probably, be a cessation of what is now a constant annoyance. It is very disagreeable to foreigners when on a little excursion in the country to be thus assailed. On the one hand they strongly object to pass over such insults, and on the other they are reluctant to enter into a quarrel which might perhaps become serious. The village authorities should be made to understand that they will be held responsible for any assaults on foreigners, and there would, we imagine, then be an end of the matter. At all events, some means should be tried, for the nuisance is apparently on the increase.

NOTHING definite seems to be known with regard to the future of the Shanghai and Woosung railway. Various rumours have been set afloat, but no reliable information has yet been given concerning its management and when it will be re-opened. Not long since our Shanghai evening contemporary reported that it would soon be at work again, and now it repeats the rumour, with the statement that it will be under the superintendence of Mr. TONG KING-SING. This statement naturally leads to the conjecture that the Chinese Government has really purchased the line, or that it has passed into the hands of a native company like the China Merchants' Steam Navigation Company. It is to be hoped, however, that, like the rest, this may prove a mere rumour. We have already stated our objections to the acquisition of this first railway in the Central Kingdom by the Peking Government, and these would be only slightly modified by its becoming the property of a set of native monopolists. In the first place, they would not understand its proper working, and would be so eager to make it pay that they would either work it in an irregular and niggardly manner, or, from want of knowledge, fail to make it remunerative, and in disgust give up all idea of extending it. But the rumour may yet prove unfounded, though the continued suspension of the traffic along the line lends some appearance of probability to it.

Yesterday at the Police Court there were over ninety charges heard, the vast majority of which were for infringements of police regulations, such as hawkers calling out their wares, selling without a licence, and selling fish and poultry beyond the limits of the markets, street fights, and being out at night without passes or lights.

We learn that the offer of $20,000 by the Canton authorities for the docks at Whampoa has been accepted by the Hongkong and Whampoa Dock Co. It is said that $20,000 are to be paid down, and the remainder to be cleared off in quarterly instalments. The liability of the Company is to cease at once, thus making a saving to them in interest, ground rent, &c., of $15,000 per annum. The shareholders of the Company are to be congratulated on the satisfactory conclusion of the negotiations for sale which have been pending so long. The Whampoa Docks have for years been a great incubus on the Company, and its removal will no doubt tend very much to enhance the value of the shares and augment its general prosperity.

The two steam-vessels *Beta* and *Alpha* which arrived yesterday flying the British flag have been purchased by the Chief Commissioner of Customs for the Chinese Imperial Government, to become gunboats at Tientsin. They are sister ships, being alike in every particular, with the exception that the former is 82 tons and the latter 80 tons register. They were built at Newcastle-on-Tyne by Messrs. Russell & Co. Each has on board one 26½-ton gun, and when delivered over to the Chinese Government their armament will be increased by the addition of two 12lb. Armstrong guns and one Gatling gun. They are very heavy and clumsy looking gunboats, but draw a light draft of water for river service. They have twin screws, and with these they can nearly turn round in a circle enclosing their own length. They are manned at present by Europeans. They will doubtless fly the Chinese flag directly on their arrival at Tientsin.

In the case of G. Sharp v. the International Ice Company and another, Mr. Sharp has retired from the action.

At the Marine Magistrate's Court, yesterday, William Hyde, master of the British steamship *Pernambuco*, charged W. H. Abbot, steward, with being drunk and disorderly on board on the 22nd instant. Defendant was fined $1.

The *Hampshire Telegraph* of the 2nd ultimo, notices that "Among the successful candidates in the Class Lists just issued of the Oxford University Examinations appears the name of George L. Tomlin among the senior candidates for the degree of Associate in Arts, and that of Edwin Tomlin in the Junior List who passed in the first division." The above are the sons of Mr. Tomlin, the present Governor of Victoria Gaol.

The Band of Her Majesty's 28th Regiment will perform the following programme this evening:—

Polonaise.....	"Maskera".....	Faust.
Overture.....	"Don Juan".....	Mozart.
Selection.....	"German Songs".....	Kilburr.
Valse.....	"Les Roses".....	O'Metra.
Selection.....	"Zampa".....	Herold.
Galop.....	"Fantasca".....	Hertel.

"God Save the Queen."

E. P. HUBER, Conductor.

The Hongkong Police Force sustained a loss yesterday to its strength and efficiency in the death of Inspector James Youngson, who died at the Government Civil Hospital, of diarrhœa. Inspector Youngson came out with the contingent from Scotland some years ago, and is spoken of in the Force with great respect, and as having done good service since his first connection with that body. During the typhoon of 1874, when in charge of Shankiwan Station, his energetic conduct was the means of saving many lives; and the Government rewarded his services on that occasion with a medal. Although a young man, he had been ailing for some time past, but his friends did not expect so sudden a termination to his career.

The annual meeting of the Hongkong Yacht Club was held last evening at the Hongkong Club. Among the members present were Messrs. McLeod (Vice-Commodore in the chair), Heaton, W. H. Ray, Bush, Nunn, Beart (Hon. Secretary), &c., &c. The accounts for the past season were submitted and passed, and the following gentlemen were elected office-bearers for the ensuing season:—Mr. W. H. Forbes (Commodore), Mr. McLeod (Vice-Commodore), Mr. A. MacG. Heaton, Mr. Nunn, and Mr. Beart as members of Committee; Mr. Beart continuing to act as Honorary Secretary and Treasurer. A series of matches were arranged, and the first race was fixed for Friday next, round a harbour course.

An inquest was held yesterday by Mr. F. Stewart, coroner, and a jury, at the Old Government Civil Hospital on the body of a woman twenty-four years of age, who died suddenly on Saturday night at 10 o'clock from the effects of opium. She was the fourth concubine of Ho Wing-Cheong, residing at No. 216, Jervois Street. On a *post-mortem* examination being made a large quantity of opium dregs was found in her stomach. Evidence showed that deceased had collected the dregs from her husband's pipe for several days and taken it. No reason was assigned beyond the usual story that "a spirit came and told her she must take it." The jury returned a verdict that deceased had committed suicide.

POLICE INTELLIGENCE.

October 23rd.

BEFORE THE HON. C. MAY.

UNLAWFUL POSSESSION.

Chinese constable No. 229, charged a Chinese coolie employed at the Kowloon Docks with the unlawful possession of about a picul of coals, which he had in a small boat.

The prisoner, who denied the charge and said neither boat nor coals belonged to him, was fined twenty shillings.

ADULTERATED MILK.

A man named Ng Ashing, who said he was milk man at Wanchi, was charged with selling milk and water for milk.

It appears that one of the soldiers in H.M. 20th Regiment bought a bottle of milk as he supposed, but it turned out to be half milk and half water, and the man took it to the doctor of the regiment who tested it and found it to be adulterated as stated.

The prosecutor, however, not appearing, Mr. May discharged the prisoner with a caution.

EXTENSIVE TREE CUTTING.

Chun Ashoeng, a servant to Mr. Robinson, residing at Morrison Hill, was charged with cutting down large trees nine inches in diameter, on Morrison Hill.

It appears that Mr. Robinson when walking along the foot of Morrison Hill heard the sound of choppers at work amongst the trees, and went to the Police Station and reported the circumstance. Some police proceeded up the hill and found one large tree nine inches in diameter had been felled, and it was being cut into blocks ready to be split up. He made enquiry and the prisoner admitted that he had cut the tree down.

The prisoner said he got instructions from Inspector Borspool to clear away a level place in front of the house.

The constable No. 170 said there was a space where some shrubbery had been cleared to make a croquet ground, but this tree had been cut down some distance from that and in amongst the other large trees.

Mr. May told the prisoner that it was only his own acknowledgment that he had cut down the tree that had saved him from getting a flogging. However, he would give him the heaviest penalty possible, namely, fine him $20; in default, three months' hard labour, and to be placed in the stocks for one hour at the scene of the offence.

DRUNKENNESS.

Thomas Pelbez, seaman on board of the British ship *Banian*, was fined 50 cents for getting drunk, and ordered to pay 30 cents to chair coolies for damage done to chair.

Eugene Adorf, a seaman on board the French barque *Vidal*, was fined 50 cents for getting drunk, and ordered to pay 25 cents to a fruit hawker for damage to his stock-in-trade by kicking it over.

Charl Vidot, seaman on the French bark *Charité*, was charged with being obstreperously drunk and beating everybody who come in his way.

It appears he rushed at everybody in the Queen's Road, but getting into Lascar Row he had to turn tail as a mob of Lascars set on him. On the Praya a coloured shipwright named Thos. Carter seeing him molest a very respectable man and knock him down went up to him and advised him not to make a fool of himself. The prisoner remarking on his colour and relationship asked him what right he had to interfere with a white man, and tore part of Carter's clothes from his back.

The prisoner was fined $5, and ordered to pay $1 to the prosecutor for damage to clothes.

STEALING A JACKET.

John Sullivan, seaman, unemployed, charged on remand with stealing a jacket from one John Larey, a seaman residing at the Sailors' Home, was again brought up.

A seaman named Thomas Carey deposed to seeing the theft, and to Mr. Shuster finding the goods on the prisoner's person, concealed under his shirt.

The prisoner, who said he was drunk, was sentenced to one month's hard labour.

BEFORE F. STEWART, ESQ.

THEFT FROM THE FRENCH DISPENSARY.

Chan Yik Sau, who gave himself out to be a trader residing at the Moh Fat Hong, in the Western Suburb of Canton, was charged by the proprietor and a coolie on the premises with stealing a bottle of scent and an ornament from the French Dispensary. The theft appears to have been seen by the coolie Lo Akin, who gave the alarm to the proprietor. In his flight the prisoner broke one ornament by letting it fall.

The prisoner who denied the theft, was sentenced to 1½ days' hard labour.

A BEGGING PRIEST.

Lo Akin, employed at Messrs. Wm. Pustan & Co., charged Chan Aseung, a Buddhist priest, with coming to his master's house begging for money and refusing to go away when told.

The prisoner was ordered to be sent to Canton as a destitute.

ALLEGED EXPOSURE OF A DEAD BODY.

Li Ahing and his wife, Kwan Amui, charged on remand with exposing a dead child in the street and with being mendicants were again brought up.

Inspector Cradock enquired at the Foundling Hospital and found no child had been left there three years of age.

The prisoners were discharged with a caution.

THE ALLEGED CRUELTY AT SEA.

The inquiry at the United States Consulate, into the application of the crew of the *C. O. Whitemore* for their discharge on the ground of cruelty and unusual treatment, was resumed yesterday before D. H. Bailey, Esq., Consul. Mr. Dennys was for the applicants, and Mr. Brereton for Captain Peabody and the officers.

The cross-examination of Charles Stafford, was resumed. He said—I have been living in America for fourteen years, sometimes aboard ship, sometimes ashore. When I was ashore I was mining. I was not a teamster. I have never told anyone I was. I was employed in the coal mines in Oregon. That was about two years ago. On that occasion I was employed in the mines for fourteen months. Before that I was a sailor on board small schooners and steamers trading on the coast of California. The name of the last vessel I was on there was the steamer *Brannor*. I don't recollect what year that was in. I cannot say whether it was in 1872, 1873, or 1874. I was a deck hand in the tow boat. I have been second mate on the schooners there and on schooners east. During the last five years I have not been second mate all the time. When I left the mines I went on a bark called *Emmarotter* running on the coast. I don't know how long I was in her. I was afterwards on the schooner *Rebecca*, and then on the *R. B. Fuller*, from San Francisco to Antwerp. I was on her as a seaman with Reif. My name has always been Stafford. My father's name was Stafford. It is a Swedish name. I was under another name on one ship—Stafford is my right name, and always has been. When I went under another name I went in place of another man who had shipped, and I took his name. His name was Sandberg. The name of the ship was *R. B. Fuller*. I was known by the name of Sandberg on that vessel. She belongs to Boston. She left San Francisco on the 9th January, 1876, for Antwerp. I was shipmate with Reif on the *R. B. Fuller*. At Coos Bay I am known as Charles Stafford. The name of Sandberg is not known at all there. Reif came over with me from Antwerp, and we were very good friends. I did not give him any reason for not wishing to return in the *R. B. Fuller*. I shipped to go home, but I spent my money in Antwerp and could not go home. I could have got a ship for Elsenberg, but I did not want to go home without money. I have a piece of land in Oregon, and I call that a home. I don't hold the land legally, not being a citizen, but I have pre-empted it. I never told Reif I dared not go back to California for fear of being arrested. I should be glad to go there from here. If Reif has said so he is telling a lie. I have not been in a place I am afraid to go back to. I never told Delacole, the Frenchman, that I was afraid to return, or the reason I left. I went by the name of Stafford the whole of the time I was in California until I went in that ship. The name I have given was then put down as mine in the commission. I got another man's discharge, and shipped on the *Fuller* in that name before Colonel Stevenson. I never expressed my intention before I became second mate of leaving this ship in Hongkong. I never told the cook if I could not get away by fair means, I would take French leave. I always said it was a good ship, and the men were properly treated. I don't remember that there is a bullet hole in one of the yard-arms on the *C. O. Whitmore*. I remember Ellwood being put in irons. All I know about it is he had irons on when he was in the lazarette. That was the only time I saw him in irons. After Ellwood was disrated the mate took one watch and I the other. I say positively I never saw Ellwood in irons until I saw him in the lazarette. He was put in the first mate's watch. During the day time when we are not on watch we go to sleep. We take a smoke and do any little thing we need to do. As second mate I had a berth in the cabin, aft, on the starboard side. The bathroom is aft on the port side. I remember Ellwood refused to furl the jib. I told him three times. He was put on the boat next day. Ellwood was not put in irons two days before that to my knowledge. If he was in irons for ten hours he must have been in irons during my watch. I did not report him for disobedience, and he was not put in irons to my knowledge on that day. When he refused to furl the jib he disobeyed the mate's orders, and I was told to see that he did it. I never complained of Ellwood except with respect to the jib. He was not in my watch. Before Ellwood was put in the lazarette he had been on the boat. I came on deck at eight o'clock, and he was there at ten or half-past. He was seated aft, about a foot from the stern, with his hands and feet lashed. That was the first and last time I saw him on the boat, and he was put there without my knowing it. He could move from one side to the other. Sometimes he was sitting with all the weight between his legs. I had no suspicion he had venereal disease up to that time. I know he smelt very badly the whole time he was on the ship. I believe he was put in the lazarette at one o'clock on Friday, and taken out at half-past five on Sunday morning. I saw him on the morning of the day he was put down the lazarette. I was on watch from half-past twelve to four o'clock. Ellwood came out of the cabin, and went down the lazarette. I did not see him when he was in the cabin. I saw him come out. While he was in the lazarette I visited him during my watch at night every two hours. It was my watch when Ellwood was brought up. It was my watch from four to eight. The last time I visited him was ten o'clock the night before. After that I did not visit him. I could speak to him from the deck. I asked him if he wanted anything, and he said no. In the lazarette he was chained to the lashings of a vinegar barrel. Sometimes he was lying down, sometimes sitting up. The smell was worse down there than when he was on deck in the fresh air. There was a ventilator, and sometimes the doors and scuttle were open. The smell was the same as I had noticed all the voyage. I went down every two hours with the exception of the occasion at twelve o'clock on Saturday night. I do not recollect who was at the wheel at this time. I do not know whether Magnisson was at the wheel. Sometimes Ellwood was in his right mind then, sometimes I don't think he was. Sometimes he was singing and shouting. When I went down at ten o'clock so far as I know he was perfectly well. He was filthy and dirty when I saw him, he always was. He was very filthy when he was brought up. He was not in the same condition at ten o'clock. I saw him brought up and washed. It was found while he was being washed that there were a great many sores on him. When he came up he had his shirt on; that was all I saw he had on. I did not see the sores before. I could not see through his clothes. The shirt did not completely cover him, but it was dark when he came up. In the lazarette he had a pair of pants on. I never saw any of the spots, or marks on him while he was in the lazarette. He had a sore between two fingers on one hand. He had a little sore on his head. I never saw any of these sores until he came out of the lazarette. He had a hat on whenever I saw him in the lazarette. He had a hat on, pants, and a shirt. He had not shoes on. I could see his hands and his feet. I never saw any sores on his hands or feet until he came upon of the lazarette. I do not know that Ellwood asked the captain for medicine for his hands. The last time I saw him in the lazarette he was lying on his back. He had plenty of room to move about. He never complained to me in any way, and he seemed to be in the same condition as when he was knocking about the deck. I did not see him on the boat a second time, and do not know for what offence he was put on, or if he was put on. When he walked down to the lazarette he had his shirt, a pair of pants, and a hatson. They were clean dry clothes. I saw him in the carpenter's shop. He had then a pair of pants, his shirt, and a pair of stockings on, and he had his bed and blankets.

By Mr. Brereton—It was in consequence of orders from the first mate I told Ellwood to furl the jib. He did not do it. It was an act any seaman could do. I could not see distinctly in the lazarette to see whether he had sores or not. Ellwood was disliked by the whole crew. I never saw any of the crew hit him other than the captain and first mate.

By the Consul—My father had been a coastguard in Sweden. I swear his name was not Sandberg. I never told any one it was. I never told Magnissen so. My father lives at a place called Angleborn, Sweden. He is not recorded as an official under the name of Sandberg. I never told Erechsen or Magnisson on this voyage that the reason I had to change my name was that I was afraid of being arrested, that I had shot a Frenchman in the mines. You can find out by writing to the place where I worked.

John H. Snow said—I am first officer on the *C. O. Whitmore*. I have been so about two years and seven months. Capt. Peabody has been in command all that time. My age is 28, and I am a citizen of the United States, residing at Bath, Maine. I remember shipping a crew at Cardiff in May last. We were towed out to the Penarth Roads and anchored there. Nothing happened till the afternoon. In the forenoon nothing seemed to go on, every one was lagging. After dinner it was the same, but worse. I gave the second mate half the crew to rig the boom. I had the other half putting up the rigging. At half-past three I told Daniel Johnson, who was aft, to go forward to coil a hawser. He never moved. I took a rope's end and struck him twice. I chased him forward, and Anderson, who was there, sang out "No more work on board this ship." I walked aft and was there two minutes, when all the men who were forward except Beck came aft. I said, "What does this mean men, what do you want?" They said, "No more work on this ship; we will go to gaol first." I then told them to go to the forecastle. Before I struck Johnson Anderson was on the bow and kept talking. I told him to stop his talk, but he took no notice. I just touched him with my foot on the top of the head. It was as far as I could reach from where I was. The men went to the forecastle when they were told. I told Ellwood to stand at the door until I saw whether the other men were going to work or not. Magnissen went forward with the others. I went to Beck, over the bow. I asked him if he was going to continue at work. He said "No, sir; if the others are not, I am not." I then came aft, and Edward Reif was bending the sails. He said he was not going to work if the others were not, and he went into the forecastle. Wright was one who went in. He was the spokesman of the lot, when they came aft. I looked them in the forecastle. I did not know what else to do. I was afraid of the men running away. Men frequently do so. At about half-past six or seven the captain came on board. I told him the men were in the forecastle. The captain went forward and asked the men their reasons for not working. They gave no reasons, but simply said they would not go in the ship. He and I then went aft together and took the irons out and laid them on the hatch. He then told me to call the men aft. They came and the captain asked them again if they would go to work. Wright spoke up and said he would not, he would rather go to gaol for six months than go in the ship. Wright refused to go in irons. The captain said "We'll see," and gave me a small hatchet. He had a revolver; he told me if the men knocked him down to defend him. They were then put in irons. The captain kept watch until twelve, and I afterwards. None of the men said a word about "Consul" in my hearing. At four o'clock we asked them if they would turn to. They said they would, and we then took the irons off, and they commenced work. We loosed the sails and were just going to wash her off when Delacole came down on deck with his boots on. I told him when he had taken his boots off to come aft. I went aft, and just after words heard a cry of "Man overboard." We launched the boat and picked up Delacole who was swimming towards the shore. We washed her off, hove up the anchor, got under way, and beat down the Channel. Stafford was the only one of the crew who did not refuse duty. All the men before the mast did knock off work with the exception of Stafford. Whilst on the voyage to Hongkong I had a great deal of fault to find with their seamanship. Stafford, Magnissen, and Friedman were the only able seamen. Reif was not an able seaman, but was a good man and tried to do his best, so I overlooked his faults. The rest of the men were negligent. If I was not after them they would not do their work. Johnson and Anderson were saucy and told lies. Wright was not an able seaman, but tried to do his work. The only time I struck a man with a belaying pin in my life was once when Johnson would not do his work. I struck him three times with a belaying pin over his posterior. I never broke a belaying pin over any man's body. I have struck Ellwood. I struck him with a belaying pin over his posterior. I struck Beck at the same time. I never struck Ellwood on any other part of the body with a belaying pin. The statement of Johnson that I broke fourteen belaying pins over his body is absolutely false. I do not believe it possible to break a belaying pin over a man's body without breaking a limb or doing some grievous harm. I never knocked Anderson down and jumped on him with one foot. I boxed his ears one time at the wheel for telling me a lie. He said he was not off his course when he was nearly a point off, and I boxed his ears. Another time I told him not to give Ellwood coffee as I was to punish him for not furling the jib, and to tell the others. The Frenchman gave him some. I asked Anderson if I had not told him to tell the men not to give Ellwood coffee. He said "Yes, sir." I asked him why he did not tell the Frenchman. He said he did, and the Frenchman said he lied. Anderson said the Frenchman lied. I struck the Frenchman with my hand, and then struck Anderson and knocked him down. I had a marlin spike in my hand. I never threw a marlin spike at Johnson. A capstan bar might be 15lbs. or 20lbs. If I took it in my two hands and swung it as a man as hard as I could I don't think he would ever get up. If I struck him three times with moderate force on the back of his head I think it would be apt to fracture the skull. If it did not kill him I should think it would leave him unable to attend to his duties for a long time. The statement of Reif that I struck Ellwood three times with a capstan bar is false. I never struck Ellwood or any one with a capstan bar in my life. I never kicked Ellwood in the head. I may have kicked him behind. I can't swear to it one way or the other. I never struck Anderson with a marlin spike. I had the marlin spike in my hand, but did not strike him with it. If I box a man's ears, I don't think anything more about it, I don't lay it up against the man. I don't remember kicking Ellwood fearfully one night, according to the statement of Delacole. I never kicked him fearfully. One time Delacole was at work on the jibboom. I was on the forecastle overhauling the jib sheet blocks. They were talking. I said to them, "What are you talking about there. If you want to know anything about your business ask me, but I wish you to stop your talk." They paid no attention, and I told them again to stop. They did not stop. I took the hammer, having the head in my hand, and struck Delacole twice with the handle. He continued working and seemed no worse. I don't think I struck hard enough to leave a mark. I never struck him on any other occasion with a hammer. Ellwood was a heavier man than I am. One time I had a fight with the man myself. I had told him never to cut a piece of rope. He had on several occasions cut rope and seizing stuff. I went on deck just before breakfast. He was beside the galley. I had told him to make some foxes out of a piece of halyards. He had cut five inches off a hawser and was making them out of that. I asked him what he meant by doing so, when I had told him not to, and he made the reply "Oh, I don't know." I said, "What do you mean by talking to me in that manner, do you wish to fight me?" He said "yes," and struck at me. I struck at him, and we went on the spar together, till he said he had had enough. I did not put myself in an attitude to fight when I asked him. I struck him twice and made the blood come. He clinched me, and we went down on the spar together. I do not remember if he struck me. I had no bruises. I never saw the captain touch Ellwood. I never saw him beating or kicking the crew. If he had been in the habit of doing so I would have seen it. I never saw him strike anyone with a belaying pin. I remember Ellwood being put across the starboard boat for calling me a d— liar and refusing to furl the jib. It was not a hard job for one man to furl the jib. I never knew Captain Peabody use wooden dogs on the ship. The captain told me to tell Ellwood to come aft a little after six and he was then put on the boat. The captain told him he could come off when he would go to his work and say he was sorry. I found him there until eight o'clock when I went below. He could move his position on the boat. I remember his being put in the lazarette. He was put there for telling me he would do no more work. I had him putting a mat on the main shrouds. I told him how to do it and I found he had done it quite contrary. I told him he had got it on contrary to the way I had told him, and to take it off and put it on the way I had told him. He said he would not do it. I told him again, and he still refused. I told him I should tell the captain, and I did so. The captain told me to send him into the cabin. I sent him into the cabin, and the captain told me to give him a pair of irons. I gave them to him. After dinner the captain sent me down the lazarette to see all was clear, because he said he would have to put Ellwood down there, for he had messed in the bath room. I carried in dry clothes to Ellwood. He put them on, and I took him into the lazarette, and chained him to the lashing of a vinegar cask. I put irons on his two hands, and put the chain on. The chain was doubled over the lashing and both ends made fast to the irons. I don't remember how long he was there. I entered it in the log book. He was put in shortly after dinner on Friday and taken out about half past four or five o'clock on Sunday morning, I think. The captain used to visit him very often, about every two hours, during my watch on deck at night. He could move, and could lie at full length. He had about 3ft. or 3½ft. of chain. I put a bucket there for myself. His hands were sufficiently free, but I told him if ever he wanted anything to tell me. He made use of the bucket without assistance several times. I never kicked Ellwood in the abdomen. I don't remember ever kicking him at all. I have struck him with a rope's end, but nothing else. I struck him when he called me a liar. It is not true as Delacole says that I struck Ellwood on the head several times with a belaying pin. I told him to make a bag of wrinkles, chafing gear. He did not make it, and I told him to stay on deck the next forenoon and do it. When I came on deck I found he had not done it. I told him to stay next afternoon to do it. When I came on deck I saw he had not done it right. I asked him why he had not done it right, and asked him if he called them good eyelet holes. He said "No, they are very poor." "Well," I said, "I never saw such a man as you in my life," and I struck him with a rope's end. He got up, and the rope's end struck him in the nose, and made it bleed. I sent him forward to wash his face. No one could see me do that but the man at the wheel. I never gave Ellwood any blow or kick which could cause him bodily harm. Ercobson was a very careless fellow. He was going aloft and spilled some varnish. I told him not to do it again, but he spilled some more. I struck him once on the back with a belaying pin. I told him to clean it up with shakings. He went and got some shakings and cleaned it up. I told him to get some more to wipe it dry. He said, "No, I will wipe it with my cap." He took his cap and wiped the place with the outside of it. About a day or two afterwards he came on deck bareheaded. I told him to go and get his cap and he did so. I never struck him but that once. I never struck Beck a blow with one of the battens of the hatch. The statement of Beck that I did so and that he had to get a bucket to catch the blood is not true. I have never struck any of the crew so as to cause grievous bodily harm. I may have slapped them when they were indolent. I have been to sea ten years and a half. I am acquainted with the different forms of syphilitic disease. I have seen sailors so effected. I remember Ellwood the morning he was taken out of the lazarette. I was below when he was washed. He afterwards showed me his body. I think his disease was syphilis. I verily believe it was. There were small copperous sores about his body. Before that, I did not suspect he was afflicted with syphilis. After he was found to be in that state the captain gave him blue wash, cleared a stricture for him, and gave him soup and gruel and anything he might wish for. When Ellwood died I read the burial service. I saw sores on his head. They did not appear to be the result of wounds. They were of the same character as those on his body. I saw no mark of a fracture on his jaw or face. His eye was sore. I never kicked anyone on board in the abdomen or on the head. Captain Peabody was alway kind to the men. I never saw much out of the way with him. He never abused them.

By Mr. Dennys—The captain was not in the habit of cuffing the men about. I was not in the habit of cuffing them about. Once in awhile I might touch them. While at anchor in Penarth Roads the men did not do their work. I was not harsh with them. I don't consider it harsh treatment just to slap a man with a rope's end. To strike him in the back with a belaying pin might be a little more so. I have had the same myself. I did not throw belaying pins at Delacole or strike him with a belaying pin in Penarth Roads. I did strike Daniel Johnson with a rope's end twice. I did not strike anyone else. I did not kick Anderson. I only touched him with the sole of my foot on the top of his head to attract his attention. That was not punishment. I had to use no harsh treatment while there except this rope's end. I do not believe it was because I struck Johnson that the men struck work. I believe it was a made up plan. I asked them if they were going to work and they said "No, they would rather go to gaol." I said "Go into the forecastle, then." That was all I said. I have said I struck Johnson three times with a belaying pin. I have never been on a ship without seeing men struck on the back with a belaying pin. I have been struck myself when I was before the mast. That was not the regular way of punishment. I had many ways of punishing them. I made them do work they did not like and kept them on deck when it was not their watch. It was a mistake if I said I had never struck Ellwood with a belaying pin. I did strike him once with a belaying pin, as I told you this morning. It was not because Ellwood was a heavier man than myself that I used the rope's end. It was handy, and I was excited at the time. The first complaint I made to the captain about Ellwood was before he was disrated. He was not punished before he was disrated. I had the fight with him before he was disrated. A fortnight out the captain scolded him for going a point out of the course. He was disrated about the 30th June for incompetence as a second officer. I remember the captain putting him in irons for ten hours. I think that was entered in the log book. I sent him aloft to scrape blocks. He scraped them poorly. I put him to one, and told him not to leave it until I came to him. About five minutes afterwards I saw he was on another block. I shouted to him to go back to the other. When I looked up again ten minutes afterwards I saw he was at the other block again. I told the captain how he had acted, and he was put irons for disobeying orders.

By the Consul—He was not a high spirited man.

By Mr. Dennys—The next time he was put in irons was on the 28th July, because he had not put the mat on as I told him. I reported him for not furling the jib, and that was the occasion he was put on the starboard boat. He was put on the boat a second time. I do not remember what that was for. When he was put in irons the last time he was in the cabin for half an hour and was then taken to the lazarette.

By the Consul—In making the entry it was an oversight of mine not to mention he was put in the lazarette. I never thought of it.

By Mr. Dennys—I made the entries in the log from my slate. It might be twenty-four or forty-eight hours after. The entries as to Ellwood were not all made at the same time. They were made at the time the other entries in log were made. They were made by me with the same pen and ink as the others.

The Consul remarked that there appeared to be a great difference between the entries as to Ellwood and the others. They seemed to have been written with different pen and ink. This had struck him the first time he looked at the log. He would be very glad to have Mr. Snow explain that.

Witness adhered to his statement that the entries were made in the ordinary course.

Cross-examination continued—I never kept an official log, and do not know whether it is kept in the same way as an ordinary log. I signed entries in the log produced. I believe I always signed the entries separately and on different occasions. If I did not sign an entry it was because I was not asked. I read the entries over before signing them. When a man is put in irons it means that he is hand-cuffed. I have never chained anyone up to a vinegar barrel before in the lazarette. I don't remember whether the captain fastened Ellwood on I did. I was there Ellwood did not make any resistance. At that time he appeared to me perfectly healthy. I don't know whether he was so strong as when he come on the ship. I did not notice any particular falling off. I visited him every two hours during my night watch. I had eight hours out on Friday night. I visited him four times that night. Next night I had eight hours below and four on deck. I visited him twice during those four hours, at two o'clock and four o'clock. At four o

KWEICHOW.

Kweiyang Fu, 31st August.

News has just reached us from Yunnan stating that Ts'un Yü-ying, the ex-Governor of that province, was to start thence on or about the 16th inst nt, for his home on Kwang-si, and that he was escorted by more than six hundred of his partizans, besides a battalion of about four hundred men of Yunnan Invincibles (?) who had volunteered to escort him past all perils to his home! It is also said that he will pass here, for some reason or other. There is much grumbling amongst the city guardsman, who, being paid only five to six taels a year, feel that drilling every day won't pay! All the high officials are at loggerheads with each other, on some touchy point of official etiquette, and probably something else! They are also at loggerheads with the people, for preventing or at least interfering with the celebration of the Empress's birthday festivities, which promised to be carried out on a grand scale this year, the people having subscribed liberally for illuminating and decorating the city, but which has been allowed to pass so far without any manifestation of joyfulness; in spite made of the appeal made by the Nesh-t'ai in person to the people, praying them to hang out lanterns at their doors at least, and not to take notice of the mistake made by the officials, etc., etc.

15th September.

H.E. Ts'un, the ex-Governor of Yunnan, reached here on the 10th instant, and was received with all the honours due to his rank. Ts'un is on his way to his native province viâ Hunan, not daring to go to his native home, near the frontiers of Kweichow. General Meany met him on the 12th instant, as Ts'un was leaving this city, and I believe civilities were exchanged. Ts'un's guards, although armed with breech-loading rifles, and revolvers, did not look so formidable as some people have described them to be, and I doubt whether they would stand a charge much better than the natives of this province.

Our Fu-t'ai, who appears to be a man who has the welfare of this people at heart, does not seem to give satisfaction.—*Courier* Correspondent.

PEKING.

October 5th.

As you have by this time probably received the text of the Convention it may interest you to hear a few supplementary details respecting diplomatic affairs in Peking. Whatever may be the general opinion of its merits, the belief of the Ministers here is that it will not be ratified by the English Government. This seems to be borne out by the fact that the Chinese have very much the same impression. The promptitude with which they have accepted and acted upon its provisions is certainly most remarkable. The Convention was signed at Chefoo on the 13th September; and on the 30th the Tsungli Yamên communicated to all the Ministers the Imperial Decree referring to the Yunnan Amnesty. It is thus evident that, even if the Home Government refuses to ratify, it will be unable to insist upon the punishment it threatened; seeing that the English "High messenger" as the Chinese call Sir Thomas, expressly begged off the offenders. Again, the Chinese Government has issued a Circular to all the Foreign Ministers, inviting them to express their ideas with regard to mutual intercourse and diplomatic observances, in order that they may be entertained by the native Ministers, who will discuss the matter among themselves, and reply in due course, with a view to arriving at a satisfactory arrangement finally; by which it would appear that these despatches, replies, and rejoinders may last for about a twelvemonth. The same remark applies to the Mixed Court and Supreme Court questions; although so many reports have been presented by the Consuls and Assessors, and a basis already laid down, the entire subject has to be gone over again. In a word, the Convention is, in point of fact, no Convention at all. It is exactly what the Chinese tried to make it—an Agreement; a simple compact, by virtue of which things are *not* "settled," but only "*to be* settled." A Convention, in its strictest sense, could not be concluded, because, as you pointed out at the time the Chinese Commissioner was only authorised to deliberate *(hsuny shang)* and in no way to decide *(hsuny ting)*. As regards the Separate Article, it should, by rights, have appeared under the first Section, as it belongs to the Yunnan Affair; and I fancy that its isolated position will facilitate any evasion that the Chinese Government may deem it advisable to attempt.

There seems to be no doubt, from all I hear, that the Agreement has found strong opponents among the Conservative party in Peking, and it is openly said that a Memorial has been presented by one of the Censors and the Board of Rites, praying that the Viceroy may be rebuked. You will not have a chance, however, of seeing this Memorial in the *Peking Gazette* as it has been put aside. But it must have struck you very forcibly to find that Kuo Sung-tao, the Ambassador-elect to England, has been appointed Vice-President of the Board of Rites. This, you will observe, is intended as a check to the Conservatives. Still it is a charge that will not devolve upon Kuo for very long, as he has now sooner or later to go to England, and the probability is that Sir Thomas Wade and he will go together. He has received full Ambassador's pay ever since his appointment.

Something serious must have happened in Chefoo about this Embassy to England, as Li Hung-chang really intended to replace Kuo by Hsü; but Sir Thomas Wade seems to have objected to the change, and Hsü was accordingly appointed Minister to Japan by way of indemnity. There are thus three Ministers appointed to foreign countries; Kuo Sung-tao to England; Chêu Lan-ping to the United States; and Hsü Kion-shêu to Japan. But although they will all get their instructions direct from Peking, a translation of Martens's *Guide Diplomatique* will be handed to each of them in Shanghai.

October 9th.

We have been in a more animated state than usual for some days past. The Admirals of all nations have been visiting the lions of this ancient city, all the officers who could get leave have also been up, so that it seemed as if the Flying Squadron had made an overland journey and borne down upon us. The Admirals had not pluck enough to visit the Great Wall, but many of the junior officers did so.

There seems to be no disposition among the Chinese to crow over the late settlement. I presume they will notdo that until they have succeeded in nullifying all the concessions they have made. Although the abundant summer rains saved the late crops there is very much distress among the people. We hear of violent robberies in the country. I fear these will increase as the winter draws on. Every care will no doubt be taken to keep the city itself in good order and this will not be difficult, for the poor people are very patient under severe privations. We are soon to lose Dr. Williams from the United States Legation, and his numerous friends will much regret his retirement. Mr. Holcomb has been appointed to take the vacant post.—*Courier* Correspondent.

PROJECTED RUSSO-INDIAN LINE OF STEAMERS.

A project is being advocated in Russia for the establishment of a line of steamers to run from Odessa to some Indian and Chinese ports through the Suez Canal. The object, of course, is to render Russia independent of British and German agency in the Eastern trade, to save to her the profits of British and German middlemen, and the cost of carriage from and to Great Britain and Germany, and at the same time to earn for her the freight now earned by British and German shipowners. But the projectors promised their countrymen a further advantage in the rectification of the balance of trade and the raising of the value of the depreciated paper rouble. It is pointed out that in 1874 the imports into Russia were of the value of £64,625,000 (counting the rouble at 2s. 9d.), and the exports were £57,750,000; consequently there was a balance against Russia of £6,875,000. The interest on loans due by Russia to foreign lenders is estimated to amount to £4,125,000 annually, making a total of £11,000,000 which Russia has to pay abroad every year in specie. Now, the value of the Russian trade with India and China is estimated to be about £13,750,000, and it is computed that one-tenth of this amount, say, £1,375,000, would be saved by bringing the commodities direct instead of through this country and Germany. This saving alone, it is contended, would raise the exchange five or six per cent. in favour of Russia. Moreover, the Russian manufacturers would be able to select their own raw materials in the place of their production, and would thus be in a position to turn out a better article, and the consumers would be able to buy a good article at a cheaper price at home, which would diminish imports, and consequently, improve the exchanges. Moscow, in fact, it is argued, would become the *entrepôt* of the Eastern trade for all Russia, would be able to dispense with foreign agencies, and to import all the raw materials through Odessa, which in its turn would grow into the Liverpool of Russia. It is a very ingenious and sanguine project, well calculated to fire the Russian imagination. But it all leads up to a demand for subsidies from the Imperial Government for the projected line of steamers and for the Odessa Railway. The Government is reminded of what the French Government has done for the Messageries Maritimes. We are, however, not aware that that line has greatly developed French trade in the East; while Germany, without any such line, manages to push a profitable and a rapidly-growing trade.

COMMERCIAL INTELLIGENCE.

OPIUM.

MONDAY, 23rd October.

Sales of Patna to-day have at from $582½ to $587½, the latter figure being for select chests, and of Benares at $557½.

EXPORT CARGO.

Per steamship *Wallace*, for London:—170,255lbs. Congou, 85,655lbs. Scented Orange Pekoe, 172,564 lbs. Scented Caper, 750 lbs. Sorts, and 115 bales Waste Silk.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand	3/10½
Bank Bills, at 30 days' sight	3/10¾
Bank Bills, at 6 months' sight	3/11½
Credits, at 6 months' sight	3/11¼ to 4/0
Documentary Bills, at 6 months' sight	4/0
ON BOMBAY.—Bank, sight	233
ON CALCUTTA.—Bank, sight	233
ON SHANGHAI.—	
Bank, sight	74½
Private, 30 days' sight	76½

SHARES

Hongkong and Shanghai Bank Shares—19 per cent. premium.

Union Insurance Society of Canton—$600 per share.

China Traders' Insurance Company's Shares—$1,660 per share.

China and Japan Marine Insurance—Tls. 15 per share, nominal.

Chinese Insurance Company.—$208 per share.

Hongkong Fire Insurance Company's Shares—$560 per share.

China Fire Insurance Company's Shares—$160 per share.

Hongkong and Whampoa Dock Company's Shares—32½ per cent. discount.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—16 per cent. discount.

Shanghai Steam Navigation Company—Tls. 70 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$45 per share.

Chinese Imperial Loan—£106.

SALES ON OCTOBER 23RD, AS REPORTED BY CHINESE.

Dried Lily Flowers—5 bags, at $9.00, by Chun Chong to travelling trader.

White Sugar—190 bags, at $5.30, by Hop Hing to travelling trader.

Gypsum—100 piculs, at 78 cents, by Kwong Hang Tai to travelling trader.

Red Dates—100 bags, at Tls. 2.2.0.0, by Kwong Hang Tai to travelling trader.

Cuttlefish—10 bags, at $24.80, by Kwong Fook Wo to travelling trader.

New Mushrooms—4 cases, at $68.00, by Kwong Fook Wo to travelling trader.

American Flour—1,500 bags (50lbs.) at $1.16, Chun Chong Wing to travelling trader.

Black Dates—100 bags, at $4.20, by Kwong Hing Chong to travelling trader.

China Root—50 packages, at $2.05, by Yee Shun Tai to travelling trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER AND CO.'S REGISTER.)

OCTOBER 23RD.

Barometer—9 A.M.	30.182
Barometer—1 P.M.	30.099
Barometer—4 P.M.	30.084
Thermometer—9 A.M.	82
Thermometer—1 P.M.	84
Thermometer—4 P.M.	83½
Thermometer—9 A.M. (Wet bulb)	77
Thermometer—1 P.M. (Wet bulb)	80
Thermometer—4 P.M. (Wet bulb)	78½
Thermometer—Maximum	85
Thermometer—Minimum (over night)	77

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 27th March, 1876.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓%) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15%) only.

SIEMSSEN & Co., *Agents.*

tf 1028 Hongkong, 1st July, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20%) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents,*
Imperial Fire Insurance Company.

338 Hongkong, 1st March, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20%) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD, *Agent, Sun Fire Office.*

1335 Hongkong, 4th October, 1876.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in premia for Life Insurance in China.

Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.

1465 Hongkong, 27th September, 1875.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLIPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, *viâ* SUEZ CANAL	Martaban (str.)	Kettle	Hongkong	A. MacG. Heaton	Quick despatch.
Do.	Peep o'Day	Jarvis	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Duke of Abercorn	Dalrymple	Hongkong	Vogel, Hagedorn & Co.	On or about 20th inst.
Do.	Soterio	Jarvis	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Joachim Christian	Reimers	Hongkong	Meyer & Co.	Quick despatch.
Do.	Ascalon	Bain	Hongkong	Meyer & Co.	Quick despatch.
HAMBURG	Parana	Laien		Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Queensberry	Hening	Hongkong	Russell & Co.	Quick despatch.
Do.	Hoogly	W. Frost	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Denbighshire	D. Williams	Hongkong	Olyphant & Co.	Quick despatch.
SAN FRANCISCO *via* Y'HAMA	Gaelic (str.)		Hongkong	O. & O. S. Co.	On 1st prox., at 3 P.M.
Do. Do.	City of Peking (str.)			P. M. S. S. Co.	On 15th prox., at 3 P.M.
SINGAPORE, BOMBAY, &c.	Geelong (str.)	Fraser		P. & O. S. N. Co.	On 26th inst., at noon.
SAIGON, SINGAPORE, &c.	Tigre (str.)	Brunet		Messageries Maritimes	On 2nd prox., at noon.
MANILA	Leyte (str.)			A. MacG. Heaton	On 27th inst., at noon.
SHANGHAI	Ningpo (str.)	R. Case	Hongkong	Siemssen & Co.	To-day, at 11 A.M.
Do.	Glaucus (str.)			Butterfield & Swire	On or about 26th inst.
AMOY	Zamboanga (str.)	Lopez	Hongkong	Remedios & Co.	To-day, at 5 P.M.
SWATOW, AMOY & FOOCHOW	Douglas (str.)	Burnie	Hongkong	Douglas Lapraik & Co.	To-morrow, at daylight.
Do. Do. TAMSUI, &c.	Leonor (str.)	M. Young		Douglas Lapraik & Co.	On 27th inst., daylight.
HOIHOW	Olympia (str.)	F. Nagel	Hongkong	Siemssen & Co.	On 27th inst., daylight.

For Sale.

SAYLE & CO.

FIRST DELIVERY OF AUTUMN GOODS.

RICH BLACK AND COLOURED SILKS, from the BEST FRENCH MAKERS, guaranteed to wear well.

PLAIN AND FANCY JAPANESE SILKS.

NEW DRESS GOODS.

PLAIN AND FIGURED "MATALASSE CLOTH,"

make an ELEGANT DRESS and wear well.

THE NEW AND FASHIONABLE "DAMASSETTE CLOTH;"

This MATCHLESS MATERIAL is REVERSIBLE, and makes the COSTUME "PERFECTION."

"REVERSIBLE SERGES;"

These are well classed, "Hard Wearing."

"WOOLLEN SCROLLS," Universally Admired.

THE FAVOURITE FABRIC "DRAP DE FRANCE CACHEMIRE."

BLACK AND COLOURED SILK VELVET AND VELVETEENS.

FASHIONABLE SILK AND CLOTH MANTLES AND JACKETS.

SEALSKIN JACKETS.

WOOL SHAWLS, EMBROIDERED CASHMERE FICHUS.

THE NEWEST DESIGNS IN TRIMMED HATS AND BONNETS from Paris.

UNTRIMMED STRAW AND FELT HATS AND BONNETS.

NEW RIBBONS, all Widths and Colours.

SASH RIBBONS AND SASHES.

FEATHERS, FEATHER TRIMMINGS, FLOWERS, AND ORNAMENTS, for HATS and BONNETS.

NEW KID GLOVES.

NEW HOSIERY.

HORROCKS' LONG CLOTHS.

WHITE AND COLOURED FLANNELS.

LADIES' AND CHILDREN'S UNDERCLOTHING, BOOTS AND SHOES.

Our DRESSMAKER is PERFECT in FITTING.

Our MILLINER FASHIONABLE in STYLE.

SAYLE AND CO., VICTORIA EXCHANGE, QUEEN'S ROAD AND STANLEY STREET, HONGKONG; AND AT SHANGHAI.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES AND SPIRITS.

Apply to SIEMSSEN & Co.

tf 941 Hongkong, 21st June, 1876.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Jhalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 800,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co., 60, PATERNOSTER ROW; W. H. BELL, "DAILY PRESS" OFFICE, HONGKONG.

For Sale.

FOR SALE.

EX RECENT ARRIVALS.

NEW BOOKS: WORKS of REFERENCE, NOVELS, SCHOOL BOOKS, PRESENTATION BOOKS, and MUSIC BOOKS.

DAWSON'S LONDON-MADE BOOTS and VIENNA BOOTS, large assortment.

DINNER SERVICES, in great variety.

DESSERT SERVICES and BREAKFAST SERVICES.

Fine CUT GLASSWARE, in many designs.

GASELIERS, Table LAMPS, Ship's Side LAMPS, Mast-head LAMPS, Cabin Suspension LAMPS, and Bulkhead CANDLESTICKS.

STATIONERY, De la Rue's, Waterlow's, &c.

ELECTRO-PLATED WARE, of all descriptions.

Bass's ALE, in Quarts and Pints, by Cameron and Saunders. Guinness's STOUT, in Quarts and Pints, by E. Burke. Bass's ALE, in Hogsheads and Kilderkins. Kinahan's LL WHISKY. Bourbon WHISKY, Glenlivet WHISKY.

CHAMPAGNE, Krug's First Quality. Pints and Quarts. Sparkling MOSELLE, in Pints and Quarts. Still HOCKS, different Brands.

After Dinner and Breakfast CLARETS.

White's White Seal and other SHERRIES.

Fine OLD PORT. Very Choice OLD BRANDY, bottled here in 1863.

Crosse & Blackwell's OILMAN'S STORES.

CONDIMENTS and DELICACIES of every kind. Prime Quality American BEEF, in Casks 200 lbs. and 100 lbs. Prime Quality American PORK, in Casks 200 lbs., 100 lbs., and 25 lbs.

Finest quality French BUTTER, in 1lb. bottles.

California Family STORES, all descriptions.

Muntz's Yellow METAL SHEATHING, assorted sizes. Brown SHEATHING FELT and BOILER FELT. Hubbuck's Assorted PAINTS and OIL. Crane's Lubricating OIL. Peacock's Composition PAINT. TALLOW. White Brothers' PORTLAND CEMENT. FIRE BRICKS and FIRE CLAY.

T. and D. Henry's CANVAS, Nos. 1 to 5.

Best Russian ROPE, all sizes.

LAMMERT, ATKINSON & Co.

978 Hongkong, 26th June, 1876.

MACEWEN, FRICKEL & Co have for Sale—

FIRST QUALITY KEUG'S CHAMPAGNE.

HEIDSIECK'S DRY MONOPOLE CHAMPAGNE. RODERER'S CHAMPAGNE.

SPARKLING MOSELLE, in Pints & Quarts.

RHENISH HOCK, in Pints and Quarts.

LIEBFRAUMILCH. RAUENTHALER.

HAUT SAUTERNE.

NOILLY PRATT'S VERMOUTH.

SACCONE'S SHERRIES. FINE OLD PORT.

CLARET, "Chateau Thibeuf," 1868, EMILE DUBOIS & Co., Bordeaux.

CLARET, 1 Rcs., GRAVES, Bordeaux.

CLARET, Medoc, A. DE LUZE ET FILS, Bor.

CLARET, Margaux Medoc, LOUIS SMOULBIAC.

CLARET, St. Julien, JOHN WHITHAM & SONS.

CLARET, Good Breakfast, COTES.

HENNESSY'S BRANDY, One, Two, and Three Star. MARTELL'S BRANDY.

COURVOISIER & CUBLIER FRERE'S BRANDY.

GINGER BRANDY.

FINE OLD ROYAL GLENDEE SCOTCH WHISKY.

KINAHAN'S LL IRISH WHISKY.

BOURBON WHISKY.

OLD TOM and AVH GIN.

CHARTREUSE, CURACOA, and MARASCHINO.

BOKER'S, ANGOSTURO, and ORANGE BITTERS.

Bass's ALE, in Pints and Quarts, Bottled by CAMERON and SAUNDERS. Bass's ALE, in Pints and Quarts, Bottled by G. PURT.

AITKIN'S FALKIRK ALE, in Pints & Quarts.

GUINNESS'S STOUT, in Pints and Quarts, Bottled by E. and E. BURKE. COMBE & Co.'s Extra London STOUT, in Pints and Quarts.

HOMINY. RYE FLOUR.

CRACKED WHEAT, BUCKWHEAT FLOUR.

BROWN and POLSON'S CORNFLOUR.

OX TONGUES, Corned and in Jelly.

AMERICAN HAMS and BACON.

AMERICAN SMOKED SALMON.

DANISH BUTTER, in 1lb. and 2lb. Tins.

CHEDDAR CHEESE.

GOLDEN GATE BAKER'S EXTRA FLOUR.

14 Hongkong, 20th October, 1876.

FOR SALE

CHAS. HEIDSIECK'S CHAMPAGNE. "WEISSLACK."

$19.....per case of 2 dozen pints.
$18.....per case of 1 dozen quarts.

CHATEAU LEOVILLE POYFERRE, 1869. "VIN DES PRINCES."

$18.....per case of 1 dozen quarts.

CHATEAU BELAIR.

$8.....per case of 1 dozen quarts.

PALMER MARGAUX.

$9.....per case of 1 dozen quarts.

LORMONT.

$5.....per case of 1 dozen quarts.
$6.....per case of 2 dozen pints.

SIEMSSEN & Co.

592 Hongkong, 1st May, 1876.

NOTICE.

JUST RECEIVED, a FRESH SUPPLY of MACKIE'S EXCHANGE TABLES, 3/4 to 6/4.

PRICE $4.

LANE, CRAWFORD & Co.

1428 Hongkong, 6th September, 1876.

FOR SALE.

SCHIEDAM GIN, in Stone Jars. AVH GIN, in White Glass Bottles. Wolfe's Schiedam, Schnapp's Champagne, Beer, and Lager Beer. Hostetter's, Pomeranian, Cocktail, and Boonekaamp Bitters. Sour Kraut, in Jars. Powdered Chocolate, in Bottles.

SMALL KEGS PRIME HAMBURG SALT PORK, BEEF, and COD FISH.

J. F. SCHEFFER, 54, Praya Central.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.

FOR SALE, Large Takasima Coal, at $8 per ton, ex Godown. Small Takasima Coal, $6 per ton, ex Godown.

Apply to T. G. GLOVER,

No. 7, Queen's Road, and at East Point.

694 Hongkong, 15th May, 1876.

YEE SUNG & Co.,

COAL MERCHANTS,

Have always on hand LARGE STOCKS of every description of COAL.

Address, care of HOO-TY-LOONG & Co., No. 43, Praya, Hongkong.

648 Hongkong, 9th May, 1876.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co

tf 419 Hongkong, January, 1867.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper.....$1.50
Neatly Bound.....$2.00

Apply at the *Daily Press* Office.

Vessels on the Berth.

FOR AMOY DIRECT.

THE Steamship

"ZAMBOANGA,"

Lopez, Master, will leave as above TO-DAY (Tuesday), the 24th instant, at 5 P.M.

For Freight or Passage, apply to REMEDIOS & Co.

1631 Hongkong, 23rd October, 1876.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship

"DOUGLAS,"

Captain Burnie, will be despatched for the above Ports TO-MORROW, the 25th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

1677 Hongkong, 21st October, 1876.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.

THE Company's Steamship

"GLAUCUS"

will be despatched on or about the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

1669 Hongkong, 19th October, 1876.

FOR SWATOW, AMOY, TAMSUI, AND TAIWANFOO.

THE Steamship

"LEONOR,"

Captain M. Young, will be despatched for the above Ports on FRIDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

1678 Hongkong, 21st October, 1876.

FOR HOIHOW.

THE Steamship

"OLYMPIA,"

F. Nagel, Master, will leave for the above Port on FRIDAY, the 27th instant, at Daylight.

Despatches will close on Thursday, at 5 P.M.

For Freight or Passage, apply to SIEMSSEN & Co., Agents.

1679 Hongkong, 21st October, 1876.

FOR LONDON.

THE A1 British Bark

"PEEP O'DAY,"

Kettle, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

1490 Hongkong, 18th September, 1876.

FOR NEW YORK.

THE 3/3 A L I. American Ship

"HOOGLY,"

W. Frost, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

1452 Hongkong, 11th September, 1876.

FOR HAMBURG.

THE 3/3 L I I French Schooner

"PARANA,"

Laien, Master, will load here and at Whampoa, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

1626 Hongkong, 10th October, 1876.

FOR LONDON.

THE A1 British Bark

"SOTERIO,"

Jarvis, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

1566 Hongkong, 2nd October, 1876.

FOR LONDON.

THE A1 British Clipper Ship

"DUKE OF ABERCORN,"

Dalrymple, Master, will be despatched for the above Port, on or about the 20th instant, and has limited room for Light Measurement Goods.

For Freight, apply to VOGEL, HAGEDORN & Co., Agents.

1567 Hongkong, 2nd October, 1876.

FOR NEW YORK.

THE A1 British Barque

"DENBIGHSHIRE,"

D. Williams, Master, will load here and at Whampoa, and have quick despatch.

For Freight, apply to OLYPHANT & Co.

1m 1606 Hongkong, 9th October, 1876.

FOR LONDON.

THE A 1. British Clipper Ship

"ASCALON,"

Bain, Commander, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

1604 Hongkong, 7th October, 1876.

FOR LONDON.

THE 3/3 L I I German Barque

"JOACHIM CHRISTIAN,"

Reimers, Commander, will load here and have quick despatch.

For Freight, apply to MEYER & Co.

tf 1599 Hongkong, 6th October, 1876.

FOR NEW YORK.

TO FOLLOW THE "WM. VAN NAME."

THE A1 British Bark

"QUEENSBERRY,"

Hening, Master, will load as above and have quick despatch.

For Freight, apply to RUSSELL & Co.

1555 Hongkong, 28th September, 1876.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorising them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co., *Agents.*

48 Hongkong, 8th January, 1875.

LANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15% for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1089 Hongkong, 9th July, 1872.

Vessels on the Berth.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, MARSEILLES, AND SOUTHAMPTON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GEELONG*," Captain FRASER, will leave this on THURSDAY, the 26th instant, at Noon.

For further Particulars, apply to A. McIVER, Superintendent.

Hongkong, 17th October, 1876.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. *GAELIC* will be despatched for San Francisco, *viâ* Yokohama, on WEDNESDAY, the 1st November, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 1st proximo. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 16, Praya Central.

G. B. EMORY, Agent.

Hongkong, 3rd October, 1876.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES FAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES; ALSO, BOMBAY, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 2nd November, 1876, at Noon, the Company's Steamship "*TIGRE*," Commandant BENNET, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 1st November, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, 20th October, 1876.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer *CITY OF PEKING* will be despatched for San Francisco, viâ Yokohama, on WEDNESDAY, the 15th November, 1876, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, viâ OVERLAND RAILWAYS.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, viâ the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya Central.

G. B. EMORY, Agent.

Hongkong, October 16th, 1876.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ANGLO-SAXON, British ship, Harrington.—P. M. S. S. Co.

ASCALON, British ship, Bain.—Adamson, Bell & Co.

~~BREMAR, British ship, Blackstone.—Melchers & Co.~~

CALABAR, Brit. str., Hutchison.—Londstein & Co.

CANTON, Siamese ship, Knudsen.—Chinese.

CONNAUGHT RANGER, Brit. ship, Hansford.—Order.

DUKE OF ABERCORN, British ship, Dalrymple. Vogel, Hagedorn & Co.

FONTENAYE, British ship, Taylor.—Arnhold, Karberg & Co.

GAELIC, Brit. str., Kidley.—O. & O. S. S. Co.

HOOGLY, Am. ship, Frost.—Tudor Company.

IRENE, German sch., Hansen.—Carlowitz & Co.

JOACHIM CHRISTIAN, Ger. bark, Reim

Extracts.

AN EARL ON A WOODMAN—EARL BEACONSFIELD AND MR. GLADSTONE.

Behold how blest yo rural swain!
He thrives on healthy toil—
Around his cot, where smiles the plain
He tills paternal soil.
His bosom void of anxious cares;
His heart from envy free;
Behind the plough his simple air
He whistles o'er the lea.

One while he guards the fleecy flock,
Or tends the lowing kine;
Another serves the sty's fat stock,
And feeds the squealing swine.
Now in his garden deftly plies
The mattock or the spade;
Then quick to cutting timber hies
Along the forest glade.

When work and pastime both he lacks,
Some tree which long hath stood;
He loves to fell with jeelling axe
Some magnate of the wood.
Methinks in harmless type I view
A statesman of renown,
Whose humour, likewise, 'twas to hew
Old institutions down.

No coronet loads Lubin's brow,
No robes his gait restrain;
Light garb, light step, light heart hast thou,
O far too happy swain!
Alas, in pensive mood, whilst I
Compare thy lot with mine,
I can but heave a gentle sigh!—
But let me not repine.

—*Punch.*

AN IRISH WITNESS.

We once knew a case of an Irishman who bore evidence before a commission on the west coast of Ireland. Among other questions, as he seemed rather discursive and inclined to aver anything, one of the commissioners asked him "If they had many whales there?" "Is it whales?" answered Pat. "Sure, ye may see 'em by the dozen, spouting about like wather engines all over the place." Another commissioner gravely asked if there were many dogfish. "Dogs, megorra! faix, ye'd say so 'ad ye passed the night here; sure we can't slape for the barkin' on them." Lastly, one of the other commissioners asked "if flying fish abounded?" The answer was, "Arrah, an' we didn't put the shutters up every night, there wouldn't be a whole pane of glass left in the house for the cratures luting against them." This finished the court, and the next day this genius came to ask for his expenses, exclaiming, in extension of them, "Sure now, honey, didn't I swear to everything ye axed me!"—*The Field.*

THE TOLBOOTH, EDINBURGH.

In ascending the Blackfriars Wynd, one side of which has been lately demolished, and turning west ward up the spacious and ancient thoroughfare named High-street, after passing the great cruciform church of St. Giles, we come upon the site of the ancient Tolbooth. This edifice, poetically named "The Heart-of-Midlothian," solong the grim abode of sighs, of tears, of torture, and of death, stood in the High-street, at the western end of a narrow pile of buildings, now removed, but long known as the Luken-booths. This dark-coloured, dismal-looking five-storied pile of tower, turret, and crow-stepped gable, from the western platform of which the gallows beam long projected, was built by the citizens of Edinburgh in 1561, and was at first destined for the accommodation of Parliament, as well as for the High Courts of Justice, and at the same time for the confinement of prisoners for debt, or on criminal charges; but after 1640, when the present Parliament House was built, it was used as a prison only. Its gateway, through which many a hapless creature has passed to misery and death, is now at Abbotsford, with all its ponderous fastenings. Within it was a chamber called the "Iron Room," a dreary vault of massive stone-work, with here and there a rusty chain hanging from the walls; its floor was paved, its door a complicated mass of locks, bolts, and bars. On an iron spike, upon the principal gable of the building, in 1581, the head of the Earl of Morton was exposed; there, too, in 1650, was fixed the head of the gallant Montrose, and, eleven years subsequently, that of his enemy, Argyle; and the same gable was the place of exposure for the dismembered limbs of the many victims of the sanguinary laws of the time. This old edifice has been immortalised by Scott in his delightful novel, "The Heart of Midlothian," in connection with the Porteous Riot, one of the most daring tumults that ever occurred in the city.—*Cassell's Picturesque Europe.*

TAKE OFF THAT HAT.

The *Pittsburg Leader* publishes the following:—"Colonel Bangs is very bald, and, in order to induce his hair to grow again, he is using a very excellent article called 'Hair Vigour' upon his scalp. A week or two ago he was summoned as a juryman upon a case in the circuit court, and upon the day of the trial, just before the hour at which the Court met, he remembered that he had not applied the 'Vigour' to his head that morning. He had only a few minutes to spare, but he flew up stairs and into the dark closet where he kept the bottle, and, pouring some fluid on a sponge, he rubbed his head energetically. By some mistake the colonel got hold of the wrong bottle, and the substance with which he inundated his head was not the 'Vigour,' but the black varnish with which Mrs. Bangs decorated her shoes. However, Bangs did not perceive his mistake, but darted down stairs, put on his hat, and walked on to the court-room. It was a very cold morning, and by the time the colonel reached his destination the varnish was as stiff as a stone, his hat glued fast to the skin, and his efforts to take it off gave him frightful pain. Just then he heard his name called out by the crier. He was wild with apprehension of coming trouble; but he took his seat in the jury-box and determined to explain the situation to the Court at the earliest possible moment. Presently the clerk screamed 'Hats off in court!' The colonel grew crimson in the face. 'Hats off!' yelled the clerk again, and the colonel was about to reply, when the judge came in, and as his eye rested on Bangs, he said 'Persons in the court-room must remove their hats.' Bangs—May it please your honour, I keep my hat on because——. Judge—Well, sir, you must take it off now. Bangs—But, I say, I kept it on because I——. Judge—We don't want any argument upon the subject, sir. Remove that hat this moment, sir. Bangs—Judge, if you would only give me a chance to——. Judge—This is intolerable. Do you mean to insult the Court, sir? Take your hat off, sir, or I will fine you for contempt. Bangs—Well, it's very hard I can't say a word by way of ex——. Judge (warmly)—This is too much! You've got more audacity than a mule. Mr. Clerk, fine that man 50 dols. Bangs—Judge, this is rough on me. I——. Judge (in a furious rage)—Won't do it yet? Why, you impudent scoundrel, I've a notion to—Mr. Clerk, fine him 100 dols. more, and Mr. Jones, you go and take that hat off by force. Then the tipstaff approached Bangs, and hit the hat with a stick. It didn't move. Then he struck it again, and caved in the crown, but it remained on Bang's head. Then he picked up a volume of 'Brown on Evidence' and smashed the crown in flat. Then Bangs sprang at him, and shaking his fist under the nose of Jones, he shrieked, 'You mutton-headed scullion! I've a notion to kill you!' If that jackass on the bench had any sense he could see that the hat is glued fast. I can't take it off if I wanted to.' Then the judge removed the fines and excused him, and Bangs went home. He slept in that hat for a week, and even when it came off the top of his head looked as black as if mortification had set in.

SERVIA AND BULGARIA A HUNDRED AND SIXTY YEARS AGO.

Writing to the then Princess of Wales, from Adrianople, in 1717, Lady Mary Wortley Montague said:—"I have now, Madame, finished a journey that has not been undertaken by any Christian since the time of the Greek Emperors. . . . We crossed the deserts of Servia, almost quite overgrown with wood, through a country naturally fertile. The inhabitants are industrious, but the oppression of the peasants is so great, they are forced to abandon their houses and neglect their tillage, all they have being a prey to the Janizaries whenever they please to seize upon it. We had a guard of 500 of them. I was almost in tears every day to see the insolencies in the poor villages through which we passed. . . . The wretches that had provided twenty waggons for our baggage from Belgrade hither for a certain hire were all sent back without payment, some of their horses lamed and others killed, without my satisfaction made for them. The poor fellows came round the house, weeping and tearing their hair in a most pitiful manner, without getting anything but drubs from the insolent soldiers. . . . Four days' journey hence we arrived at Pullippopolis, where are still some ancient churches and a bishop. Several of the richest Greeks live here, but they are forced to conceal their wealth with great care, the appearance of poverty being all their security against feeling it in earnest." In another letter the writer says:—"The desert woods of Servia are the common refuge for thieves, who rob, fifty in a company, and the villages are so poor that only force could extort from them the necessary provisions. Indeed, the Janizaries had no mercy on their poverty, killing all the sheep and poultry they could find, while the wretched owners durst not put in their claim for fear of being beaten. Lambs just fallen, geese and turkeys big with egg, all massacred without distinction. When the Bassas travel 'tis yet worse. These oppressors are not content with eating all that is to be eaten belonging to the peasants; after they have crammed themselves and their numerous retinue, they have the impudence to exact what they call teeth-money—a contribution for the use of their teeth, worn with doing them the honour of devouring their meat." One more quotation:—"At these mountains we lay at the little village of Kishoi, wholly inhabited by Christians, as all the peasants of Bulgaria are. Their houses are nothing but little huts, and they leave them and fly into the mountains some months before the march of the Turkish army, who would else entirely ruin them. They are very industrious husbandmen."

MATCHMAKING MOTHERS.

There is perhaps no class of the community that receives such an amount of abuse as mothers who are anxious that their daughters should marry well, and sufficiently energetic to take measures to insure that end. "Social articles" by the score have been written against them; they furnish the novelist with the never-failing text of a "telling bit;" while the slightest allusion to them or to their tactics is sufficient to raise a laugh in general society. Nothing is more easy or pleasant than to abuse or deride our neighbours, or more calculated to superinduce a comfortable feeling of serene self-satisfaction, particularly relished by those who, having themselves no daughters to marry, hug themselves in the belief that they are superior to temptations by which they never have been assailed. Still there is reason for the belief that the matchmaking mother is the creature of circumstances, and that her lines are oftener than not cast in far from pleasant places. It may be wondered whether those who blame her most imagine in their widest moments that she finds any pleasure in the varied duties that her solicitude for the welfare of her offspring forces upon her, in consulting the whims and tastes or in listening to the vapid conversation of young men with whom she has not an idea in common, yet who must not be suffered to stray away into dangerous proximity to the casting-nets of rival fishers of men, but must at all hazards be kept in conversation till Maud and Constance return to the maternal wing to take charge of them; in long days on the river, when she feels acute twinges of incipient rheumatism; or in perpetual plantation at Prince's, where skating and scandal become almost equally abhorrent to her. Surely they would far rather be at home, enjoying themselves in their own way, and seeing their own friends; but Providence has given them daughters, and they strive their hardest to do their duty according to their lights.

It is very easy for those not similarly blessed to talk wisely on the subject, and aver that it is quite unnecessary that girls should marry at all unless they fall in love; and that if they do fall in love, it is absolutely wicked to oppose their union with the object of their affections. Personally the imprudence cannot affect them, and they like to pose before society as unworldly and romantic. The match-making mother knows better. Primogeniture may be an excellent institution, but one of its most obvious effects is, that while enriching the elder son, it leaves his brothers and sisters in a state of utterly disproportionate impecuniosity. Is it wonderful that a mother, who knows that her girls, brought up in all the comfort that that seven or eight thousand a-year can provide, will at their father's death have but two thousand pounds apiece, should be anxious by any means to insure those she loves so tenderly against miserable poverty? and as, all the lady-help twaddle notwithstanding, having hardly yet reached the point of considering with equanimity the propriety of Maud and Constance advertising for kitchen-maids' situation, she sees no source of livelihood left to them but marriage, should naturally endeavours to secure for them the best prizes she can? People who are in the enjoyment of every comfort, and do not know an ungratified wish, stigmatise her as cold, heartless, and worldly, because she refuses to sanction an engagement between Maud and young De Vere, who has £150 a-year, and spends £300 on his clothes, and with whom Maud fancies herself in love because he valses so divinely—in truth, she is nothing of the kind. She loves her daughter far too truly to subject her, if she can prevent it, to the miseries of a penniless marriage. She knows well enough that in such a case the hardship is the share of the wife, the compassion that of the husband.

"But," say those so ready with advice on subjects which they cannot comprehend, as they have never been brought home to their own experience, "of course the girls would find a home with their elder brother." Poor girls! Mixed households for some inscrutable reason do not suit the English disposition. The brother, if unmarried, might like them well enough when young and pretty, but would vote them bores as they approached old maidenhood; while supposing him to be married, his wife must be more than human if she can tranquilly tolerate resident sisters-in-law. No; when the subject is considered dispassionately, there is no hope of comfort left to the girls except in marriage; and though that is of course an awful lottery, it always does seem to us very hard that mothers should be so fiercely blamed for endeavouring to do their best for those they love. If the girls have but enough to live on in the slightest measure of ladylike comfort, than indeed it may well be left to their own inclinations whether they marry or not, but such is, alas, too seldom the case.

Again, it is an accusation against match making mothers that they care for money only. It is always forgotten that they have lived to the age when life is sadly apt to lose its illusions, and have learnt the vanity of the rose-coloured haze through which youth looks at life. They have learnt, by witnessing the experience of their friends, that those who marry for "love" are by no means more certain of lasting happiness than those whose union has had a cooler but a more substantial basis. They know that the incessant companionship and the enforced absence from society necessitated by poverty are wofully apt to chafe the cords of matrimonial affection, and desire that their daughters should continue in the enjoyment of the comforts and luxuries to which they have been accustomed.

Life, even in its barest necessaries, is in these days an expensive thing, and who should blame the mother who grudges to see her bright, happy girl worn to a shadow by care and anxiety for the sake of a love which, oftener than not, is a wofully fugitive essence on the husband's side so soon as ever he feels the touch of discomfort, or who heartily and honestly believes that competence is a more desirable thing, in that life is longer than love? She acts honestly and conscientiously for the best, according to her lights, and though her sentiments do not recommend themselves to her daughters' romantic views when they are young, those who often reluctantly follow her advice live to bless her prudence and fore-sight, and to confess they owe to her years of happiness; while those who turn a deaf ear to her counsels frequently live to weep bitter tears over their neglect of her precepts of wisdom.—*World.*

THE ARCTIC CLIMATE.

When Benjamin Franklin, in "Poor Richard's Almanac," makes the jocular prophecy that in the month of February "there may be expectations of much ice and snow in Greenland," he expresses a very safe opinion regarding the popular belief in the climate of the Arctic regions. There is probably no zone of the world extending over such a wide region of which the climate is so unvarying, either in its heat or cold. Spitzbergen in summer is very much the same as the mouth of the Mackenzie, and the amenities of a Greenland winter are not strikingly superior to those of Nova Zembla. A greater expanse of sea in the vicinity may make the cold less severe in the winter, or the heat less intense in the summer; but the Arctic climate is, to a great extent, the same over the whole extent of the frozen regions during the same months in the year. Spring, summer, autumn, and winter there are, as in low latitudes, but these terms express something different from what we understand by them in more favoured regions. Four months of daylight, four months of darkness, and four months of day and night, might more clearly express the nature of the seasons in the far, far North. The summers are short but bright, and their glory is all the greater after the long dreary winter night of several months.—*The Countries of the World, by Robert Brown.*

CHARLOTTE BRONTE'S CELESTIAL CITY.

There is a touching story of Charlotte at six years old, which gives us some notion of the ideal life led by the forlorn little girl at this time when, her two elder sisters having been sent to school, she found herself living at home, the eldest of the motherless brood. She had read the "Pilgrim's Progress," and had been fascinated, young as she was, by that wondrous allegory. Everything in it was to her true and real; her little heart had gone forth with Christian on his pilgrimage to the Golden City, her bright young mind had been fired by the Bedford tinker's description of the glories of the Celestial Place; and she made up her mind that she, too, would escape from the City of Destruction, and gain the heaven towards which the weary spirits of every age have turned with eager longing. But where was this glittering city with its streets of gold, its gates of pearl, its walls of precious stones, its streams of life and throne of light? Poor little girl! The only place which seemed to her to answer Bunyan's description of the celestial town was one which she had heard the servants discussing with enthusiasm in the kitchen, and its name was Bradford! So to Bradford little Carlotte Brontë, escaping from that Haworth Parsonage which she believed to be a doomed spot, set off one day in 1822. Ingenious persons may speculate if they please upon the sore disappointment which awaited her when, like older people reaching the place which she had imagined to be Heaven, she found that it was only Bradford. But she never even reached her imaginary Golden City. When her tender feet had carried her a mile along the road, she came to a spot where overhanging trees made the highway dark and gloomy. She imagined that she had come to the Valley of the Shadow of Death, and, fearing to go forward, was presently discovered by her nurse cowering by the roadside.—*Macmillan's Magazine.*

MOLASSIS KANDY.

There is a grate deal of human natur in a stick of molassis kandy. I judge this, becaus my little grandsun is alwus reddy tew invest his only penny in it. I don't kno as I want tow bet enny money, and giv odds, on the man who is alwus anxious tew pray out loud, every chance he can git. Next to the man who is with a mill-run, in point ov wealth, is the man who don't care a cuss for it. When yu strike ile, stop boring; meany a man has bored clean thru, and let all the ile run out at the bottom. Success don't consist in never making blunders, but in never making the same one the second time. He who trusts tew luck for his happiness will be lucky when he gits it. While we are poor the necessarys of life are the luxurys; after we git ritch, the luxurys are the necessarys. Death is an arrow, shot into a crowd; the only reason why it hit another, is becaus it missed us. When a man does a good turn, just for the phun ov the thing, he has got a grate deel more virtow in him than he is aware ov. As a general thing, we envy in others, not what we aint got, but what we have got less than others. The only thing about a man that sin haz not and cannot pervert is his conshience. Just exzactly in proporshun az a man undertakes tew make a reputashun ty his personal appearence, just in that proporshun he iz a dead beat. Early genius iz like early cabbage; it don't hed well. Menny a man haz lost a good posishun in this world bi letting go tew spit on his hands. The man who is alwus bragging of his wife in public duz it more out ov pride ov himself than lur for her. If a man haz got 80 thousand dollars at interest, and owns the house he lives in, it aint mutch trouble to be a filosofer. The hardest man in this world tew cheat is the man who is alwuz honest with himself. Life aint long enuff for enny man to kno himself. Virtew don't consist in the abesnce ov our pashuns, but in the control ov them; a man without enny pashuns is simply as virtewous as a graven image. Don't forget one thing, yung man; there is a thousand people in this world that can hurt yu to one that can help yu. There iz no accomplishment so easy to acquire as politeness, and none more profitable. There are a grate menny excuses that are wuss than the offence. A man yu can trust with a secret yu can trust with ennything. Common Sense is the favorite dawter of Reason, and altho there are menny other wimmin more attractive for a time, there is nothing but death can rob common-sense ov her buty. Opinyuns should be formed with grate caushun, and changed with grater. Silence iz one ov the hardest arguments to refute.—*Josh Billings.*

HONGKONG MARKETS.

As Reported by Chinese on the 23rd October, 1876.

COTTON GOODS.

American Sheetings, 16 lbs.	per piece	$2.50 a	2.60
American Drills, 30 yards	"	2.75 a	2.80
40 "	"	3.80 a	3.90
Cotton Yarn, No. 16 a 24	per 100 lbs.	83.00 a	101.00
" 28 a 32	"	104.00 a	115.00
" 33 a 42	"	113.00 a	124.00
" Bombay	"	70.00 a	78.00
Chintz	per piece	$1.80 a	1.85
Dyed Spotted Shirtings	"	0.60 a	0.65
" Brocades Do.	"	3.75 a	3.90
" Damask Do.	"	5.80 a	5.90
English Drills 30 yards	"	2.10 a	2.15
" 14 lbs.	"	2.60 a	2.75
" 15 lbs.	"	2.85 a	2.90
Grey Shirtings, 7 lbs.	"	1.50 a	1.65
" 8 lbs.	"	1.70 a	1.75
" 8½ lbs.	"	1.95 a	2.40
" 9½ lbs.	"	2.70 a	2.75
" 10 lbs.	"	2.97 a	3.15
Grey T-Cloths, 24 yds & 32 in. 6 lbs.	"	1.25 a	1.40
" 24 " & 32 in. 7 lbs.	"	1.40 a	1.90
" 24 " & 36 in. 8 lbs. XC	"	1.95 a	2.10
" 24 " & 36 in. 8 lbs. QL	"	2.10 a	2.15
" 24 " & 36 in. 8 lbs. XX	"	2.50 a	2.55
Handkerchiefs, Blue	per doz.	0.60 a	0.70
" Brown	"	0.62 a	0.65
" Red	"	0.77 a	0.80
" Light Red	"	0.77 a	0.78
Jeans, 30 yards	"	2.30 a	2.32
Muslins, White, Plain, 12 yards	per piece	1.15 a	1.25
" Figured 20 "	"	2.05 a	2.35
Turkey Red Shirtings, 2 lbs.	"	2.15 a	2.25
" " 3 lbs.	"	2.30 a	2.35
Velvets, Black, 22 in.	per yard	0.20 a	0.21
" Gentian, 22 "	"	0.17 a	0.18
Velveteens, Black	"	0.23 a	0.24
" Gentian	"	0.28 a	0.29
White Shirtings, 64 a 69 reed	per piece	1.90 a	2.05
" 64 a 66 "	"	2.15 a	2.30
" 68 a 80 "	"	2.55 a	3.20
" 600 "	"	2.85 a	3.10
" 7,000 "	"	3.25 a	3.15
" AA	"	1.70 a	1.71
" BB	"	5.95 a	6.00
" MH	"	4.80 a	4.95
" EI	"	6.00 a	6.10
White Spotted Shirtings	"	2.40 a	2.55
Brocades	"	2.70 a	2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.70 a	3.00
" 8 lbs.	"	3.00 a	3.05
" 9 lbs.	"	3.70 a	3.80
" 10 lbs.	"	4.65 a	5.10
" 12 lbs.	"	6.30 a	6.40
Camlets, SSS	per piece	16.00 a	16.50
" SS	"	17.50 a	18.00
" S	"	18.00 a	18.50
" BBB	"	19.00 a	19.50
" AAA	"	18.00 a	18.50
" LLL	"	16.00 a	16.50
Cloth, Broad	per yard	2.18 a	3.00
" Medium	"	1.03 a	1.30
Long Ells, MM Scarlet	per piece	9.10 a	9.20
" " Assorted	"	8.80 a	8.90
" HH Scarlet	"	9.00 a	9.05
" " Assorted	"	8.60 a	8.70
" H Scarlet	"	9.10 a	9.20
" " Assorted	"	8.85 a	8.90
Lustres, Figured	"	5.05 a	5.10
Lasting, DD	"	14.50 a	15.00
Orleans, Plain	"	5.00 a	5.20
Spanish Stripes	per yard	0.77 a	0.88

METALS.

Iron, Nail-Rod	per picul	2.90 a	3.10
" Hoop	"	3.60 a	3.65
" Bar	"	2.90 a	2.95
" Wire	"	6.75 a	6.80
Lead	"	7.70 a	7.80
Pigs, W.B.	"	7.50 a	7.80
" Lead, LB	"	7.50 a	7.60
Quicksilver, English	"	69.00 a	—
" American	"	69.50 a	—
Steel, English	per lb.	4.00 a	4.10
" Swedish	"	5.00 a	5.05
Sheathing Metal	per picul	26.00 a	28.00
Spelter	"	8.20 a	8.25
Tin, Malacca	per picul	21.00 a	21.50
" Plates	per box	0.15 a	0.00

PRODUCE.

Almonds	per picul	19.50 a	21.00
Alum, 1st quality	"	1.70 a	1.75
" 2nd "	"	1.50 a	1.65
Bark, Sian	"	0.85 a	1.10
" Camphor	"	14.50 a	15.00
Beche de Mer	"	30.00 a	55.00
Beeswax, Japan, White	"	0.10 a	0.30
" " Yellow	"	44.00 a	46.00
" " Hankow, White	"	59.00 a	60.50
Birds' Nests, 1st quality	per pel.	$2.200 a	4.000
" 2nd "	"	660 a	800
" 3rd "	"	170 a	250
Brimstone	"	3.20 a	3.25
Buffalo's Hide, Manila	"	7.60 a	15.50
Camphor, packed	"	10.20 a	10.50
" Baroos, clean	"	4,800 a	5,000
" Refuse	"	2,800 a	3,200
Cardamoms, Superior	"	145.00 a	150.00
" Inferior	"	21.50 a	22.50
Cloves	"	32.00 a	35.00
Coals, Afloat	per ton		
" English, steam	"	10.00 a	11.00
" Sydney	"	6.00 a	—
Coffee	per picul	22.20 a	24.50
Copper Sheathing, Japan	"	25.00 a	29.00
" Rod, "	"	24.50 a	25.00
" Nails, "	"	23.50 a	23.80
Cotton, Shanghai	"	18.50 a	18.80
" Bombay	"	16.00 a	17.50
" Shantung	"	17.00 a	17.50
" Ningpo	"	18.50 a	19.00
" Tientsin	"	18.00 a	18.50
" Tungchow	"	18.50 a	19.00
" Calcutta	"	13.00 a	15.50
Cotton Seeds, Saigon	"	4.35 a	5.00
" Siam	"	4.70 a	4.80
Cow's Hide	"	7.45 a	7.50
Cuttlefish, Japan	"	22.50 a	26.50
" " without bones	"	13.00 a	14.50
" Chinchow	"	33.50 a	31.00
Cutch	"	5.80 a	6.10
Dates, Black	"	4.50 a	5.40
" Red	"	4.25 a	4.50
Dried Lily Flowers	"	7.00 a	8.10
Elephant's Tooth, 4 a 5 pieces	"	250 a	300
" 7 a 8 "	"	200 a	220
Flour, California, per sack of 50 lbs.	"	1.25 a	1.30
" American per barrel of 100 lbs.	"	2.80 a	2.90
" " " of 200 lbs.	"	6.10 a	6.25
Fungus	"	30.50 a	31.00
Fluke	"	0.50 a	0.65
Ginseng, American, 1st quality	"	220.00 a	300.00
" 2nd "	"	160.00 a	210.00
Hemp, Ordinary	"	Tls. 11.00 a	13.5.0
" Superior	"	Tls. 21.5.0 a	23.0.0
Hemp, Hankow	"	10.50 a	13.00
" Sian	"	10.00 a	11.00
Isinglass, Japan	"	36.00 a	45.00
Melon Seeds, 1st quality	"	5.50 a	5.80
" 2nd "	"	5.10 a	5.20
Mushrooms	"	47.00 a	50.00
Mussels, Dry Sian large	"	10.00 a	11.00
" " " middle	"	7.00 a	7.50
Mussels, Dry Siam small	per picul	$5.70 a	6.00
Peas, White	"	2.05 a	2.10
" Green	"	2.15 a	2.20
" Black	"	1.60 a	1.65
" Yellow	"	1.70 a	1.75
" Green Beans	"	1.50 a	1.65
Pearl Barley	"	6.50 a	7.80
Potatoe Flour	"	Tls. 1.5.0 a	1.7.5
Putchuck	"	13.00 a	14.70
Rhinoceros Horn	"	2,600 a	3,000
" Mother "	"	2,000 a	2,400
Rice, Bengal, Cargo No. 1	"	2.45 a	2.50
" " " 2	"	2.20 a	2.25
" Siam, white	"	1.82 a	1.85
" " mill cleaned	"	1.60 a	1.71
" Manila	"	2.35 a	2.40
" Singapore	"	1.88 a	1.91
" Saigon	"	1.80 a	1.74
" Armoan	"	2.10 a	2.15
" Rangoon	"	2.35 a	2.40
Saltpetre	"	5.60 a	5.70
Seaweed, Green	"	2.60 a	2.70
" Cut	"	4.15 a	4.20
Sesamum, White	"	5.20 a	5.50
" Black	"	3.20 a	3.75
Sharkfin	"	35.00 a	60.00
Shellfish, Japan	"	25.00 a	38.00
" California	"	14.00 a	14.50
Stoel fish	"	5.00 a	6.50
Straits Produce, &c.—			
Rattans, Straits	per picul	5.20 a	5.30
" Banjir	"	4.25 a	4.35
" Pupper, White	"	13.50 a	14.00
" " Black	"	7.48 a	7.50
" Betel Nut	"	2.45 a	2.60
" Sandal Wood, Malabar	"	3.20 a	3.60
" " South Seas	"	13.00 a	14.50
Sapan Wood, Manila	"	1.80 a	2.00
" " Siam	"	2.25 a	2.30
Sugar, Canton White, 1 a 3	"	5.20 a	5.45
" " Dark Brown	"	4.70 a	5.00
" " West Coast, Dark Brown	"	—	—
" " Manila, Dry White	"	5.45 a	5.80
" " Candy	"	8.10 a	8.25
" " Foochow	"	8.90 a	9.30
Vermicelli, Tientsin	"	8.60 a	9.20
Walnuts	"	4.35 a	4.50
Wheat, Tientsin	"	1.65 a	1.70
" California	"	2.00 a	2.05
Wood Oil	"	Tls. 5.9.0.0 a	6.9.5.0
Pea "	"	5.3.5.0 a	5.4.0.0
Tea "	"	$9.25 a	9.55
Window Glass	per box	3.40 a	3.50

SHIPPING IN THE CHINA WATERS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.	Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
					HONGKONG.							SWATOW.	
					STEAMERS.							*In port on 20th October, 1876.*	
Alpha	Oct. 23	L'mandaye	Brit. str	80	Commissioner of C'toms								
A. Apcar	Oct. 21	Peters	Brit. str	959	Siemssen & Co	Swatow	A. Braginton	Oct. 15	Smith	Brit. bk	423	Order	
Beta	Oct. 23	Hamilton	Brit. str	82	Commissioner of C'toms		Carl	Oct. 16	Thomsen	Ger. bk	225	Dircks & Kruger	
Calabar	June 19	Hutchison	Brit. str	1268	Landstein & Co		Henriette Behn	Oct. 13	Schaechtel	Ger. bk	618	Bradley & Co	London
Douglas	Oct. 22	Burnie	Brit. str	664	D. Lapraik & Co	East Coast	Herman	Oct. 18	Davidson	Ger. bk	434	Dircks & Kruger	
Esme	—		Brit. str	116	H. K. & W. Dk. Co	Tug Flying	Holstein	Oct. 15	Kulper	Ger. sch	281	Dircks & Kruger	London
Fookien	—	Priest	Brit. str	123	Tuck Mee & Co	Tug Flying	J. H. Bowers	Sept. 17	Hornsey	Amr. bk	204	Bradley & Co	London
Gaelic	Oct. 16	Kidley	Brit. str	2099	O. & O. S. S. Co	Yhama, &c.							
Glenlyon	Oct. 23	J. Wallace	Brit. str	1373	Jardine, Matheson & Co		Three Brothers	Oct. 3	Kaloke	Brit. bk	366	Order	Hongkong
Iobung ‡	—	D. Martin	Brit. str	700	Butterfield & Swire								
Kinshan ‡	—	T. Benning	Brit. str	1050	H.C. & M. Steamboat Co								
Kiu-Kiang ‡	—	A. Benning	Brit. str	1061	H.C. & M. Steamboat Co							AMOY.	
Lombardy	Oct. 23	W. B. Hall	Brit. str	1727	P. & O. S. N. Co	Shanghai							
Ningpo	Oct. 16	R. Cass	Brit. str	761	Siemssen & Co	Shanghai							
Norden	Oct. 15	N. Jensen	Dan. str	778	Wm. Pustau & Co	Singapore						*In port on 18th October, 1876.*	
Olympia	Oct. 19	F. Nagel	Ger. str	777	Siemssen & Co	Hoihow							
Penedo	Oct. 21	John Cain	Brit. str	652	Melchers & Co	Saigon							
Pernambuco	Oct. 21	Wm. Hyde	Brit. str	613	Melchers & Co		Aarhuus	—	Solling	Dan. sch	256	H. A. Petersen & Co	
J. Jeejeebhoy ‡	—	N. Hawkins	Brit. str	184	Kwok Acheong		Aline	Sept. 11	Genneson	Fren. bk	330	Elles & Co	
White Cloud §	—	Hayland	Brit. str	652	H.C. & M. Steamboat Co		A. Reimers	—	Thomson	Ger. sch	275	Brown & Co	
Yot-sai §	—	D. Browne	Brit. str	130	Kwok Acheong		Benefactor	Sept. 23	Hayden	Amr. bk	391	Captain	
Yottung	June 9		Brit. str	233	Kwok Acheong		Chalmette	Oct. 1		Amr. bk	819	Order	
Zamboanga	Oct. 22	Lopez	Span. str	651	Remedios & Co	Amoy	Genitiv	Oct. 15	Kuhse	Ger. sch	169	Passdag & Co	
							Gustav	Oct. 15	Sorensen	Ger. bg	237	H. A. Petersen & Co	Bangkok
							Helene	Oct. 13	Jespersen	Ger. sch	119	H. A. Petersen & Co	
							Meteor	Oct. 7		Siam. bk	395	H. A. Petersen & Co	
							Milo	May 13	Kroche	Amr. bk	410	Order	
							Onward	—	McIsaacs	Brit. sch	215	Order	
							Peter	Sept. 15	Holm	Ger. bg	241	H. A. Petersen & Co	
							Siam	Oct. 3		Siam. bk	225	Order	
Alex. McNeil	Sept. 13	J. T. Pettes	Amr. sh	1099	Rozario & Co	S. Francisco	Yarra	June 20	Orfeur	Brit. bk	462	Order	
Alva	June 21	D. A. Souza	Port. sh	670	Brandao & Co	Batavia							
Anglo-Saxon	Sept. 5	Harrington	Brit. sh	693	Jardine, Matheson & Co	Honolulu							
Ascalon	Oct. 14	Bain	Brit. sh	938	Adamson, Bell & Co	London						FOOCHOW.	
Banian	Oct. 9	Grandin	Brit. sh	760	Meyer & Co	Manila							
Beaumont	Oct. 10	Blackstone	Brit. sh	887	Melchers & Co							*In port on 15th October, 1876.*	
B. Noorfol	Sept. 27	Worgitzky	Siam. bk	360	Chinese								
Charite	Oct. 18	Herve	Fren. bk	256	Carlowitz & Co								
Chateaubriand	Oct. 23	Hervé	Fren. bk	384	Carlowitz & Co								
C. O. Whitmore	Sept. 26	Peabody	Amr. bk	894	Rozario & Co		Eunice	Sept. 4	Vincent	Brit. sch	256	Adamson, Bell & Co	Melbourne
C. Ranger	Oct. 13	Hansford	Brit. sh	1153	Russell & Co		J. McDonald	Aug. 18	Stott	Brit. sch	275	Russell & Co	Colonies
Denbighshire	Sept. 11	D. Williams	Brit. bk	483	Olyphant & Co	New York	Mad. Demorest	Sept. 16	Blessett	Brit. bk	448	Chinese	Shanghai
D. of Abercorn	Sept. 19	Dalrymple	Brit. sh	1050	Vogel, Hagedorn & Co	London	Norman Court	Oct. 1	Shewan	Brit. sh	874	Turner & Co	Shanghai
Fortenaye	Sept. 10	Taylor	Brit. sh	637	Arnhold, Karberg & Co		R